

FLORIDA *Highways*

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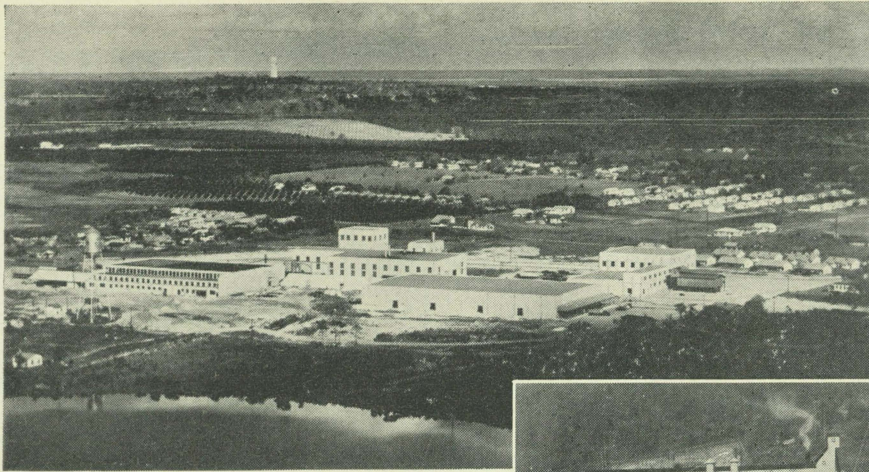
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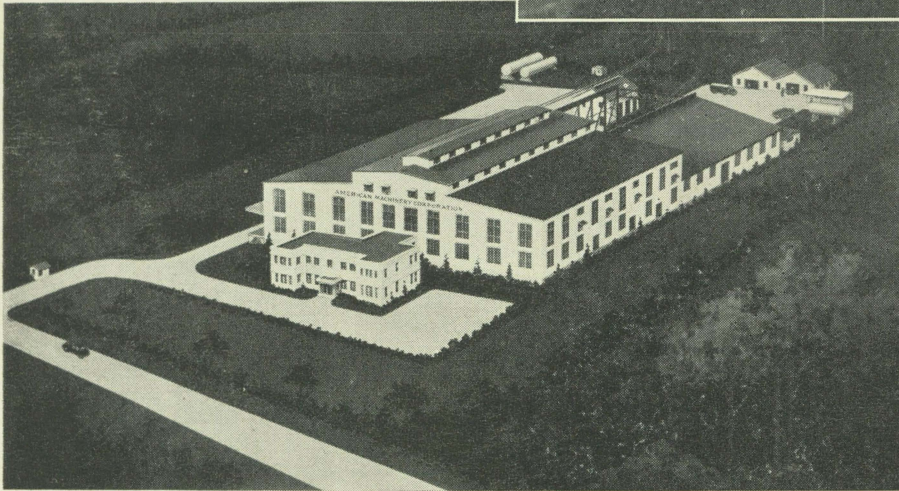
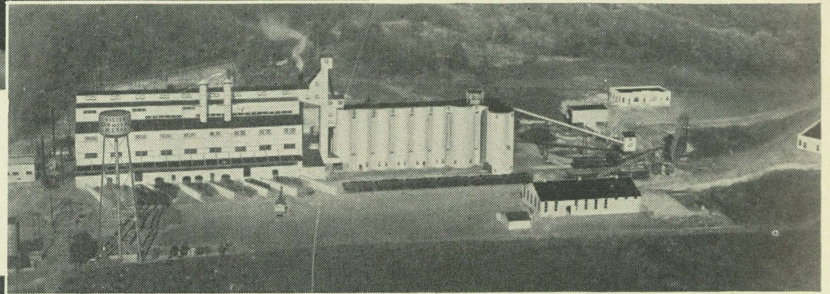
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HIGHWAY CONFERENCE**

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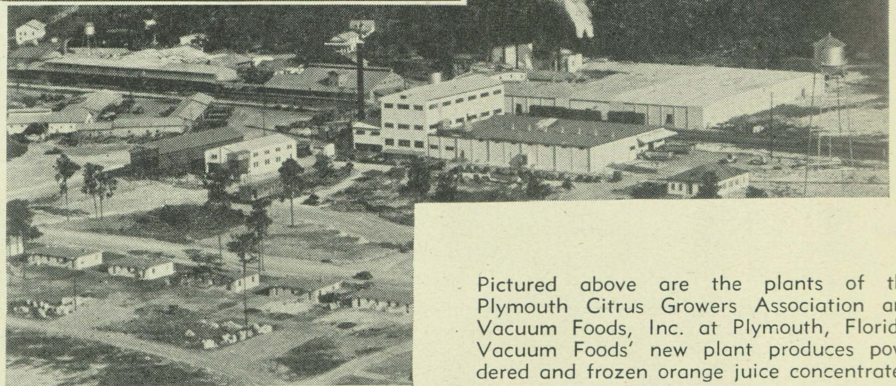


Victor Chemical Works' \$2,500,000 new plant being erected at Victor, Florida which is near Tarpon Springs, is similar to its present Mt. Pleasant, Tenn. plant, shown below. Florida phosphate rock will be smelted in an electric furnace plant, the most modern of its type in the world producing elemental phosphorus.

Lake Wales is the home of Florida Citrus Canners Cooperative huge plant shown above, where the famous Donald Duck brand of citrus and concentrated juice is packed.



From making bomb shells for war to manufacturing packing plant machinery for peacetime use in the world's greatest citrus growing area was a natural transition for the American Machinery Company plant near Fair Villa, Fla.



Pictured above are the plants of the Plymouth Citrus Growers Association and Vacuum Foods, Inc. at Plymouth, Florida. Vacuum Foods' new plant produces powdered and frozen orange juice concentrates.

Pictured above are but four of the numerous factories and processing plants contributing to the state's increasing industrial wealth. These and many others are served by the

Florida Power Corp.

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PHOTOGRAPH CREDIT

All photographs of the new South Wing of the Capitol, including the cover, in this issue of *Florida Highways* magazine were made by Forrest Granger, Tallahassee.

There are nearly five acres of forest land for each man, woman, and child in the U. S.

Nearly one-third of our commercial woodlands are on farms.

The Southern states as a group lead in forest area.

The western states lead in volume of timber.

For Clinch State Park near Fernandina is one of the State's historic sites.



NATHAN S. EMERY

In accepting the resignation of Nathan S. Emery as Division Engineer of the State Road Department, the Board expressed "utmost reluctance and regret," appreciation for his "long and meritorious service" and offered "heartiest commendation for his "devotion to his duties and his efficient and untiring efforts."

Chairman F. Elgin Bayless announced that Emery will be succeeded by Joseph M. Watson as Division Engineer of the Fourth Division with headquarters in Ft. Lauderdale, effective June 1. Emery will become Florida representative of the R. B. Tyler Co., Louisville, contractors.

Nathan S. Emery was born April 4, 1906 in Westboro, Mass., attended school in New York, New Jersey and Massachusetts and Wentworth Institute, Boston. He has been employed by the Florida State Road Department since November 6, 1925, when he began his service as rodman. Since then he has held all positions in all divisions. He is a registered engineer, State of Florida, a senior member of the Florida Engineering Society, associate member American Society of Civil Engineers and a member of the Ft. Lauderdale Rotary Club. He married the former Miss Nan McKinnon in 1930 and they have one daughter.

Many unusual species of plant life may be found at Florida Caverns State Park.

Sidney M. Swope, Manager

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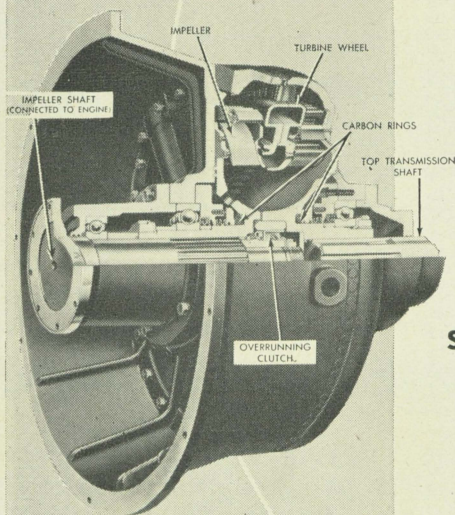
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Cross-section view of
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"Less shifting feature is appreciated by operator. Steering clutches last longer. Tractor requires less servicing because shock is absorbed."
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"Ability to constantly increase motor power without 'clutching' cannot help but reduce to no small extent, the wear and tear on transmission and drive."
Schuermann Building & Realty Co., St. Louis, Mo.

SOUTHWEST OWNERS

"Torque Converter Tractor is finest bulldozer tractor ever built. We also use a Torque Converter Tractor with a scraper and haul more dirt faster and cheaper because of time saved shifting gears. Low upkeep on tractors and auxiliary equipment."
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Like these users, you can lower cost, step up yardage moved with Allis-Chalmers Torque Converter Tractors. Now is the time to investigate.

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FLORIDA HIGHWAYS

Official Publication of

State Road Department of Florida—Florida Highway Patrol
Association of County Commissioners—Florida Trucking Association, Inc.

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J. E. ROBINSON, Winter Garden..... Publisher

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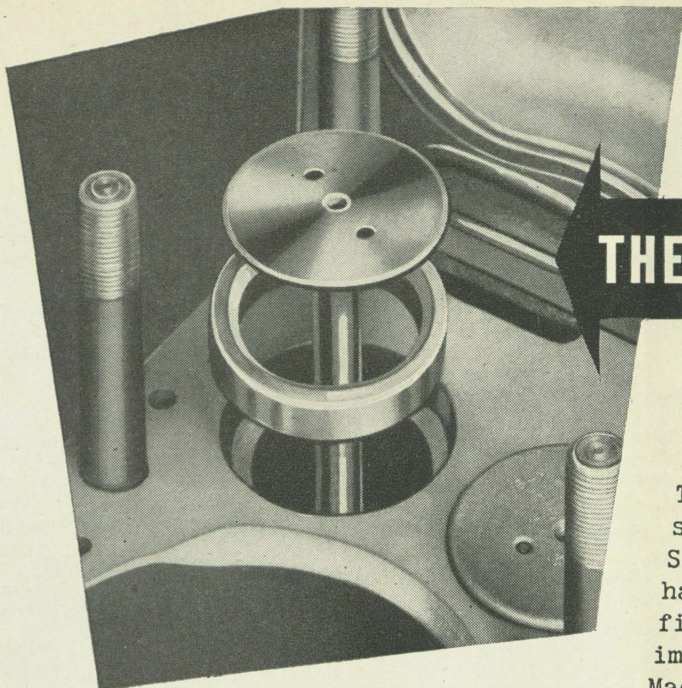
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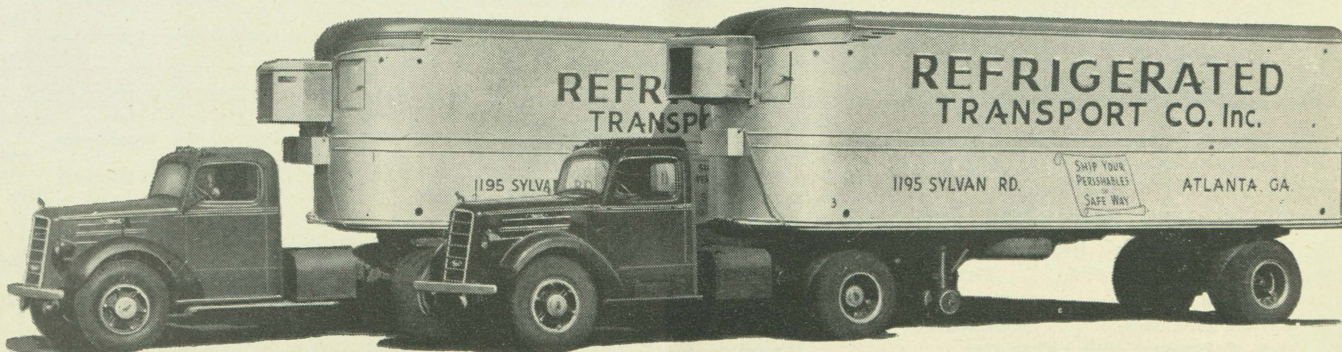
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EDITORIALS

FLORIDA TAKES STRIDE FORWARD

It must be a great feeling for the members of the Governor's Committee on education to see their months of work crowned with legislative success.

Florida now is on the move toward better things in public education. With the funds available now it is up to those who administer them to squeeze out every dollar of value for the youngsters of the State.

Congratulations to the committee and to the Governor who appointed the group which worked on the plans.

It won't be long until Florida pulls itself out of that disgraceful 46th place among the educational systems of the nation.—*Orlando Sentinel*.

COLLECTORS CONSOLIDATED

Florida has been accustomed to pretty good service in the state comptroller's office for a good many years, and especially during the time the late Col. J. M. Lee occupied the office. When he passed away last summer it was feared that efficiency in the department would decline. But that doesn't seem to be the case. Clarence Gay, appointed by Governor Caldwell, is also showing a few tricks that should meet with the approval of the state at large.

After some careful study, Gay has worked out a plan whereby duplication of work, both in his office and in the field, can be avoided. He has ordered the consolidation of the retail license and inventory tax collection with that of gasoline dealers licenses. This will result in the elimination of calls on dealers by two different collectors and inspectors.

Florida has too many inspectors and collectors running around the state. A general consolidation would place many of these inspectors under the state board of health, where they rightfully belong. This department is charged with safeguarding the health of Florida residents and visitors, yet inspectors from several other departments are constantly dropping around to see if some special law is being violated.—*Arcadian*.

A DOSE OF HOME RULE

Reading Governor Caldwell a lecture because he called the sheriff of Glades county on the carpet for failure to keep his records straight while leaving him go free for permitting gambling in his baliwick, the *Orlando Sentinel* wants to know how come the governor makes fish of one law and fowl of another. "Where is the logic," the *Sentinel* asks, "in firing a man for failure to keep a record and refusing to fire him for not enforcing other written (gambling) laws?"

The logic derives from a conception commonly

termed "home rule" for which Millard Caldwell has a fetish. He argues, correctly, that voters will never improve the breed of public official if they stay away from the polls on election day and then run to Tallahassee for redress when scalawags get in. The way to get satisfactory officials, he maintains, is to elect them. He has taken the position, both in his campaign and his administration that if a sheriff who winks at gambling is elected—and particularly when he is repeatedly re-elected as in the case of the Glades sheriff—the law enforcement policy of his office must be satisfactory to his constituents.

But objects the *Sentinel*, in the case "the government might as well say to the voters, "If your sheriff can't keep books, it's your fault. You elected him; next time elect somebody who's better at figures." Bookkeeping, however, is something the voters can't check up on. Even the county commissioners, who okay the sheriff's bills are none too skilled at that. So the state has auditors who go around checking up all county officials to see that they don't get their money mixed up with the public's. These auditors report to the governor who is authorized to suspend those who don't keep their records according to law. That's what happened in Glades county. After warnings by the auditor to which no attention was paid, the governor was officially advised and the Glades sheriff notified to get his accounts in order or else.

During the hearing the governor remarked that he had received complaints that gambling was going on in Glades county. These reports he referred to the citizens who made them, with the admonition that if they don't like it they could remedy matters by getting a new sheriff. In taking that action he cocked an eye at the state attorney who shares with the sheriff responsibility for enforcement of the laws against gambling. Should the prosecutor order the arrest of gambling house keepers and the sheriff fail to comply, a report to the governor would doubtless bring the same action that resulted from the auditor's report. The governor has said that he will not interfere in local affairs but a state attorney is elected by the people and has local jurisdiction which the governor would recognize.

When the people of Florida elected Caldwell as governor they elected his policy of leaving local matters to local officials, subject only to such supervision as state law makes mandatory, as in the case of audits. From big Dade to little Glades he has told the citizenry that local policy is their responsibility. In essence that is "home rule," a doctrine which wins overwhelming support whenever it is put to a vote of the people. Governor Caldwell has given it to them in a manner that ought to bring home to voters that the polls is the place to register their complaints.—*Ft. Myers News-Press*.

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Capitol South Wing.....

By **CARL LIDDLE**

The State Capitol today, with its \$581,000 new South wing, would strain even the most active imagination to visualize the primitive architecture in the three log buildings which were used for the first council and for State offices one hundred and twenty-three years ago, when the first session of the Florida legislative council met at Tallahassee during the month of November, 1824.

It was not until 1839, when Congress appropriated \$20,000 for the purpose, that the present permanent Capitol was begun. Congress granted another \$20,000 in 1844; and the

nucleus of the present building was completed in 1845.

An appropriation of \$75,000 permitted the construction in 1901-'02 of additions to the north and south sides of the building and the erection of the dome which replaced a small cupola built in 1891.

The Capitol was enlarged for the second time in 1921-'22, when the east and west wings were built at a cost of a quarter million dollars. In 1935-'37, the north wing was built with the assistance of the Federal government.

Although construction of the south wing had actually started in Decem-

ber, 1945, the cornerstone was laid with Masonic ceremonies April 9, 1946.

Design Harmonizes

In design, the early colonial style of architecture of the south wing harmonizes with the main building and balances the north wing, being identical in area and proportion with the north wing.

Overall, the south wing is 72 feet wide and 204 feet long. The columns and floors are basically constructed of reenforced concrete, with exterior walls of hollow tile, stuccoed. The interior walls are built of hollow tile and concrete blocks, plastered. The

Governor Millard F. Caldwell at his desk in the new Governor's Office in the South Wing of the Capitol.

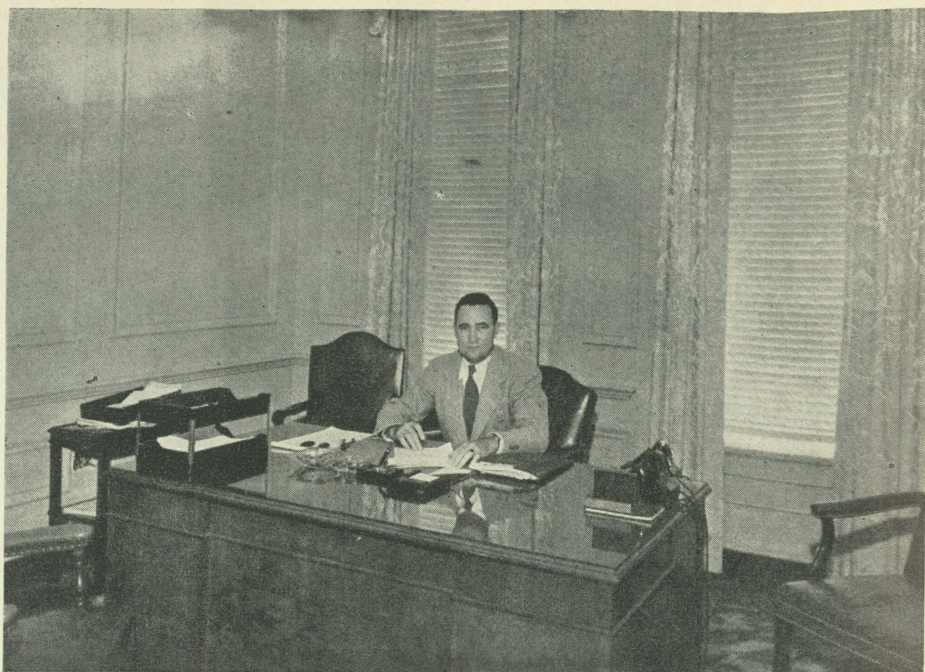


framework of the windows is metal. The roof is slate with metal cornice work. The outer construction of the floors is terrazzo in the corridors and mostly asphalt tile elsewhere, with the exception of the offices of the Governor and Secretary of State where cork tile was used.

Each of the four floors—the sub-basement, the main basement, the first floor, the top floor—has an area of 8,500 square feet, giving a grand total area of 34,000 square feet.

Early American

The early American Design of the interior, generally, harmonizes with the interior of the remainder of the building. A few genuine pieces of antique art give additional touches of relief. The flourescent lighting system, both direct and indirect, was arranged to give proper lighting for all work spaces. The south wing is air-conditioned, cool in summer and



Executive Secretary Ed Straughn.

Reception room of Governor's office in South Wing. Executive Secretary Ed Straughn, Assistant Executive Secretary Ben Fuqua, Miss Jean Murray and, through doorway, Miss Lucy Gilbert.



warm in winter, throughout the rooms and corridors on each floor.

The south wing is occupied by the Governor and his staff and the Secretary of State and his staff.

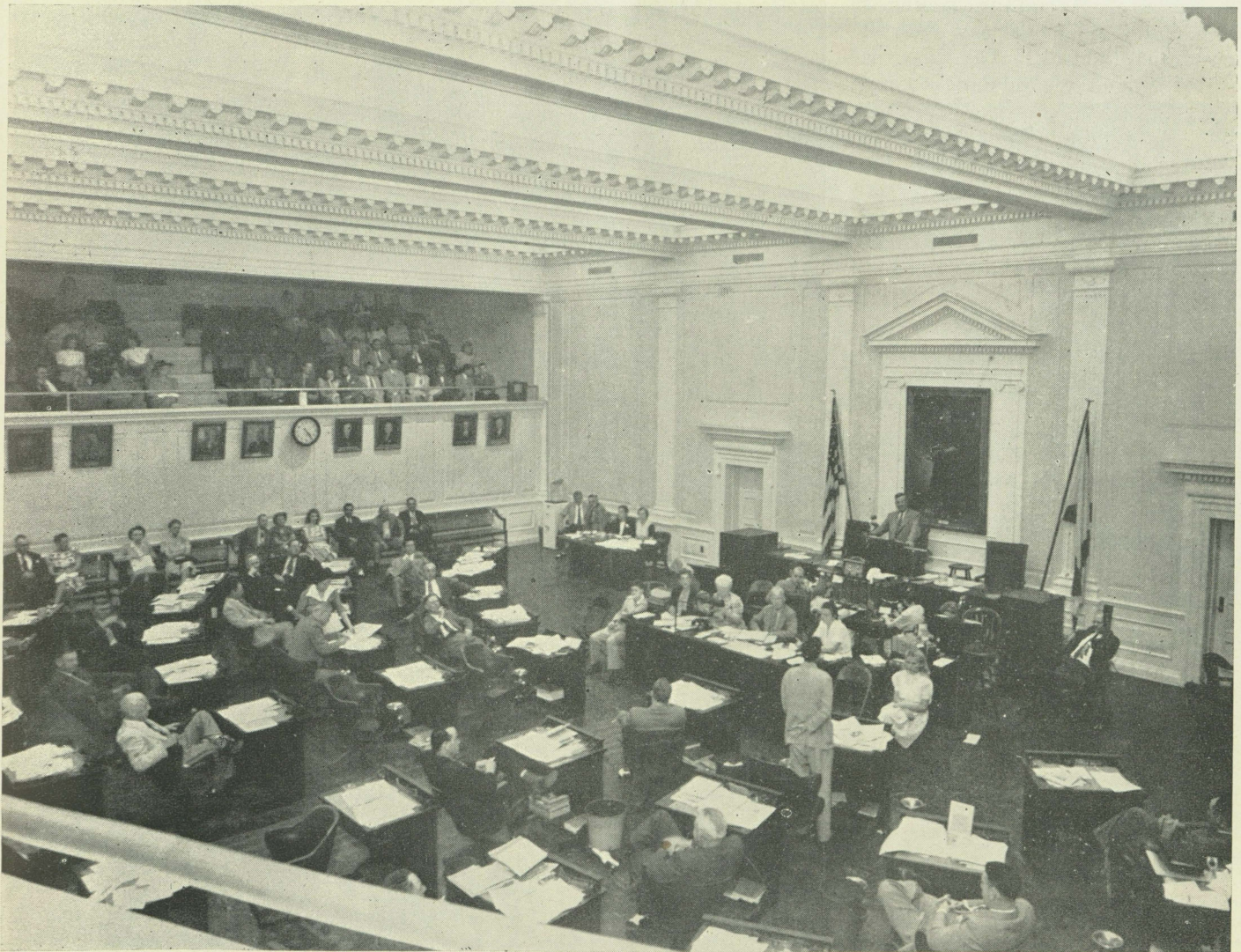
For many years, the Governor and the Secretary of State have been renting warehouse space for their files and records. These will be moved into the main basement of the south wing where they will be protected against fire or loss. At the same time, they will be easily accessible.

During the construction of the new south wing, the Governor occupied for more than a year an eight-by-eight room in the old Senate chamber. Prior to that time, Governor Caldwell and his predecessors occupied a small room that became a stair well when the new south wing was attached to the old part of the building.



Assistant Executive Secretary Ben Fuqua and Mrs. Barbara Duplissie.

Senate in Session in new Senate Chamber in Capitol South Wing.



Colorful Office

The Governor's private office today is 20 feet long and 22.6 feet wide. The cabinet, or board room, is 34 feet by 24 feet; and the general reception room is 41 feet by 17 feet.

The colorful new offices in the west section of the first floor, occupied by the Governor and his staff April 7, are designed and decorated in the early American period. A new approach reveals thick rugs and reproductions of 18th century Chippendale pieces, under antique brass and crystal chandeliers, more than 200 years old.

The chief executive sits behind a leather-topped executive desk in a red-leather upholstered swivel chair. A red leathern sofa near the fireplace adds another warm spot of color to a rich Florida mahogany panelled room. An authentic brass-faced grandfather clock, dating from 1700, stands against one wall. A metal chandelier, with old candle holders adapted to electric lights hangs from the center of the ceiling, adding a touch of the old to the new indirect fluorescent lighting. The floor is covered with an oriental dark red and blue rug.

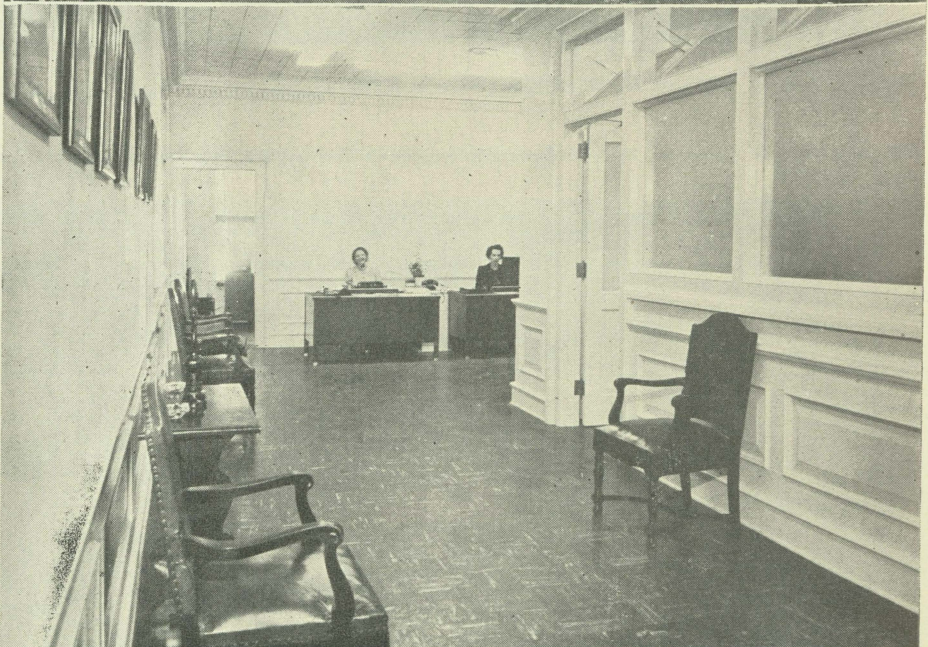
Cabinet Room

The cabinet meeting room, like the governor's office, is in Florida Mahogany panelling. Cabinet members sit in saddle-leather upholstered arm chairs around a huge mahogany table. A reproduction of the famous Stuart painting of George Washington, with lighting effects, is attached to the east wall. Two antique metal chandeliers will be installed in the near future. The floor is covered with carpet inside the railing; and cork tile covers the floor outside the railing.

The main reception room is painted in authentic early colonial colors, giving a note of the age of Florida's century of statehood. Two beautiful chandeliers of Waterford crystal, with old candle holders adapted to electric lights, add an unusual splendor of sparkle and brilliance to the room. An oil painting of Richard K. Call, territorial governor, 1836-1839, 1841-1844, adorns the wall above the fireplace. Furniture includes yellow and green leather sofas.

"What has been done will serve the state of Florida for the next 50

Views of Secretary of State Robert A. Gray's new offices in the Capitol South Wing.



years," Governor Caldwell remarked during the first day that he and his staff reported for work in the new offices.

Secretary of State

Offices of the Secretary of State and his staff occupy the east section of the south wing.

The Secretary of State's private office has fluorescent lighting, satin finish mahogany panelling and venetian blinds. Secretary of State R. A. Gray sits behind the same desk which he has had for the past ten years. It has been refinished, however, to harmonize with the mahogany panelling. A miniature American Flag and a miniature Legion flag are in a stand on the telephone desk. The Great Seal of the State hangs on the wall back of the Secretary of State's desk. A tan leather sofa and a green plush carpet are the only new notes in the furniture.

The conference room, adjoining the secretary of state's office, has mahogany panelling, venetian blinds and fluorescent lighting. The con-



Secretary of State Robert A. Gray in his new office in the Capitol South Wing, and Secretary, Mrs. Kathryn Spear.



Cabinet in Session in new Board Room in the Capitol South Wing. Left to right around the table, Commissioner of Agriculture Nathan Mayo, Comptroller Clarence Gay, Secretary of State Robert A. Gray, Governor Millard F. Caldwell, Attorney General Tom Watson, State Treasurer Ed Larson, Superintendent of Public Instruction Colin English. Standing, Executive Secretary Ed Straughn. Seated at far left of table, Mrs. Agnes Bremer, secretary of the State Pardon Board. Outside of rail, at left, George Davis, general auditor of the Comptroller's office, and Home Graham, State Budget Director.



OUR COVER PICTURE—This view of the new South wing is from the southwest corner, opposite the southeast corner from which our Cover Picture was taken.

ference table, made from 16 different kinds of woods, was used formerly in the cabinet room. The chairs also are from the old cabinet room.

Senate Chamber

The Senate chamber, situated on top floor, is 48 feet wide, 66 feet long, and 22 feet high. It is well done in painted colonial, with indirect fluorescent lighting, air-conditioned. The balconies are constructed of concrete, fireproof. There are no new furnishings in the senate chamber. The seats in the balcony, the desks and chairs, even the rostrum, are all from the old chamber. A large painting of Andrew Jackson hangs on the wall back of the rostrum. Pictures of former presidents of the senate hang around the walls. The senate plans to have new furniture and furnishings, but these have not yet been purchased.

On the top floor, there are also specially designed quarters for the enrolling and engrossing department of the senate, private offices for the president and secretary of the senate, nine additional rooms, and a comfortable lounge room.

According to Secretary of State R. A. Gray, there will be no plans made for space on the top floor until after the adjournment of the Legislature.

Storage Basement

The sub-basement will be used entirely for storage, with a small por-

tion for the air-conditioning equipment and machinery.

In addition to giving space for the old files and old records of the Governor's and Secretary of State's offices, the main basement will be occupied by offices of the Coordinator for State Institutions, the Trustees of the Internal Improvement Fund, and the Budget Director and Budget Commission work.

The addition of the new south wing permits other Cabinet Officers to have additional space, formerly occupied by the Governor and Secretary of State.

GOOD NEIGHBOR POLICY FOR FLORIDA AND GEORGIA

Florida and Georgia have joined hands in a "good neighbor" policy.

That is the word from Valdosta, Ga., where Florida's Governor Caldwell and Georgia's chief executive, Governor Thompson, munched Southern fried chicken (Georgia style) and proclaimed between mouthfuls that Floridians and Georgians can be good neighbors.

Now that the two governors see eye to eye, there is little reason why their respective constituents should not follow their lead in burying the hatchet. So, into the limbo must go those bright little jokes about Georgia "passports" and the like.—Tampa Daily Times.

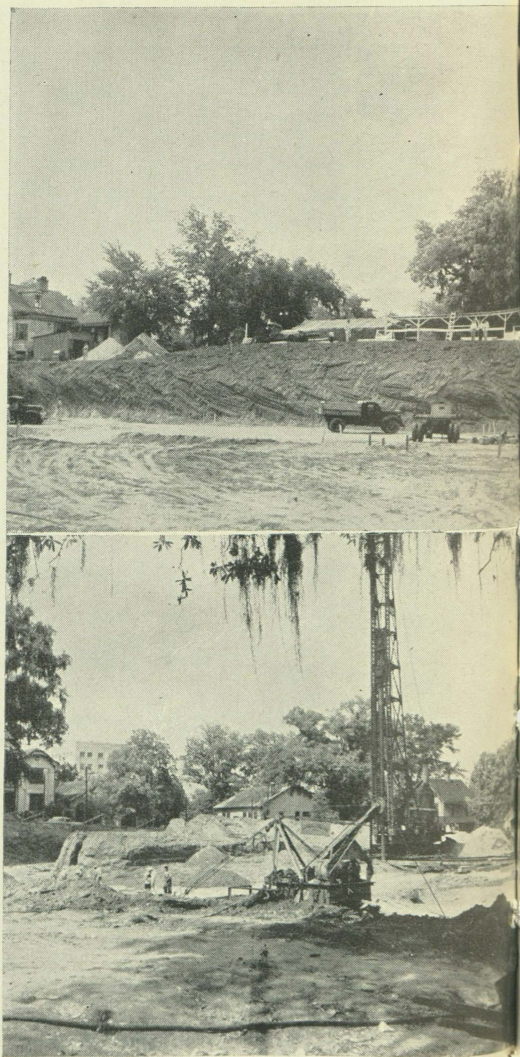
Under construction are the Industrial Commission building, one block south of the Capitol, above, and the State Road Department building, southeast of the Capitol, below.

TWO UNIVERSITIES

The Florida State College for Women has passed out of existence—as such. The institution at Tallahassee, where thousands of Tampa girls received their collegiate training for the duties and responsibilities of womanhood, has become "Florida State University." Hereafter it isn't to be exclusively for the gentler sex. It has become coeducational and young men will share its teaching and training with the young women.

So also will the older institution, the University of Florida, admit female students to its hitherto all-male classrooms and campus. Its name will not be changed. Florida has two universities and naturally there will be some confusion of names—one Florida State University, the other University of Florida, both meaning the same thing.

The coeducation bill, passed by the Legislature, has been signed by Governor Caldwell. It gives the State Board of Control authority to regulate admissions of "co-eds" to the two universities, in accordance with available accommodations; also it prohibits removal of any part of one institution to the other.—Tampa Morning Tribune.



Highway Conference.....

More than 150 persons most of whom represented some phase of Florida roadbuilding attended sessions of the First Annual Florida Highway Conference at the University of Florida, Gainesville, May 12, and 13.

The Conference, sponsored by the College of Engineering, through the civil engineering section of its Florida Engineering and Industrial Experiment Station, has been established as an annual meeting place for the exchange of information on the latest technical advances in the highway field, according to Dean Joseph Weil.

E. C. DeGarmo, state highway engineer, Tallahassee, presided over morning sessions which included: addresses of welcome, President John J. Tigert and Dean Joseph Weil, University of Florida; response, J. R. McClure, secretary, state road department, Tallahassee; and "Role of the University of Florida in the State Highway Program," C. D. Williams, head professor of civil engineering, University of Florida.

Professor Williams pointed out that the greatest public demand for civil engineers was in the sanitary field with highway engineering a close second. Structures and hydraulics ranked third and fourth respectively. He emphasized that the University of Florida was taking into account these public needs through expansion of the civil engineering educational program, development of faculty, and research.

J. H. Dowling, Tallahassee, presided at afternoon sessions May 12 and introduced F. Elgin Bayless, chairman, state road department, Tallahassee, who spoke on "Florida's Postwar Highway Program."

The main phases of Florida's postwar highway program will concern the reconstruction of the 48,218 miles of its present highways on a 15 year cycle of which the first three years will be devoted to those routes carrying the greatest volume of traffic, according to Mr. Bayless. He also said that Florida expects to spend approximately \$100,000,000 in putting its existing roads back into shape. Plans are also in prospect for two

hundred miles of four lane highway, however it is expected that new construction in the immediate future would be incidental to the reconstruction program.

The remainder of the May 12 program included: "The Federal Aid Program in Florida," H. E. Hiltz, deputy commissioner, Public Roads Administration, Washington, D. C.; "Role of the County in the Highway Program", W. A. McMullen, county engineer, Pinellas County, Florida; and "Role of the Municipality in the Highway Program", R. K. Van Camp, city engineer, Tampa.

Fuller Warren, Jacksonville, was toastmaster at the banquet in the Hotel Thomas, Gainesville, climaxing the first sessions of the Conference May 12 and introduced Ben H. Petty, professor of highway engineering at Purdue University, who spoke on the subject "The Colossus of Roads."

Professor Petty called to the attention of his listeners that the U. S. has more than three million miles of roads of which nearly half are surfaced, but he warned that regardless of the progress that has been made this huge network of business and pleasure carrying arteries the nation's highway building program is far from being complete.

He feels that the great job ahead calls especially for an adequately financed, well organized, maintenance program manned with competent personnel and well supplied with equipment and materials to put the roads we already have back into condition. Professor Petty said that the citizens themselves should be educated in the various aspects of this work as its quality so greatly affects their daily lives. His highway recommendations include an up to date personnel policy, replacement of obsolete equip-

Left to right (back row) Henry A. Radzikowski, Chief Engineer, Public Roads Administration, Washington, D. C.; R. B. Smith, District Engineer, Public Roads Administration, Tallahassee; H. E. Hiltz, Deputy Commissioner, Public Roads Administration, Washington, D. C.; R. B. McWhorter, Division Engineer, Public Roads Administration, Atlanta, Georgia. Front row: L. J. Ritter, Asst. Professor of Highway Engineering, University of Florida, Gainesville; C. B. Williams, Head Professor of Civil Engineering, University of Florida, Gainesville; Dean Weil, Dean of the College of Engineering, University of Florida, Gainesville; F. Elgin Bayless, Chairman of State Road Department, Tallahassee; C. M. Upham, Engineering Director, American Road Builders Assn., Washington, D. C.; and Ben H. Petty, Professor of Highway Engineering, Purdue University, Lafayette, Indiana.



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ment, care of equipment, thorough planning, roadbuilding schools, re- search, and public relations for better understanding of highway problems and programs.

The banquet was attended by 141 persons who represented various fields of the highway industry.

"New construction of two billion dollars annually can be expected in the highway future of the United States", according to C. M. Upham, engineer-director, American Road Builders Association, in his address "The Future of Highway Construc- tion in the U. S." which highlighted final sessions of the Conference May 13.

He stressed that a highway pro- gram is man-made and requires con- stant effort for success. He advised that higher salaries, stable employ- ment, pensions, and cooperation in research of university and state road department were vitally important in bringing about an efficient and eco- nomical highway program of greatest public benefit.

The remainder of the May 13 pro- gram included: "New Developments in Concrete Pavements", A. R. Brick- ler, regional highway engineer, Port- land Cement Association, Atlanta, Ga.; "Soil Stabilization", L. J. Rit- ter, assistant professor of highway engineering, University of Florida; "Traffic Engineering as Related to Highway Improvements in Urban Areas", W. M. Parker, division en- gineer, state road department, Talla- hassee; and "Engineering Traffic for Safety", Earl J. Reeder, director of traffic and transportation, City of Miami.

John A. Long, executive secretary, Florida Road Builders Association, Tallahassee; and Dr. R. A. Morgan, assistant director, Florida Engineer- ing and Experiment Station, Uni- versity of Florida, presided at the May 13 sessions.

The planning committee which had charge of arrangements for the Con- ference included: Prof. L. J. Ritter, University of Florida; J. M. Boyd, County engineer, Palm Beach County, West Palm Beach; R. T. Cunning- ham, city engineer, Gainesville; J. A. Long, Florida Road Builders Associa- tion, Tallahassee; L. B. Thrasher, engineer-director, Limerock Associa- tion of Florida, Ocala; and H. C. Weathers, division of tests, state road department, Gainesville.

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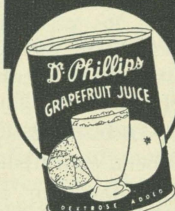
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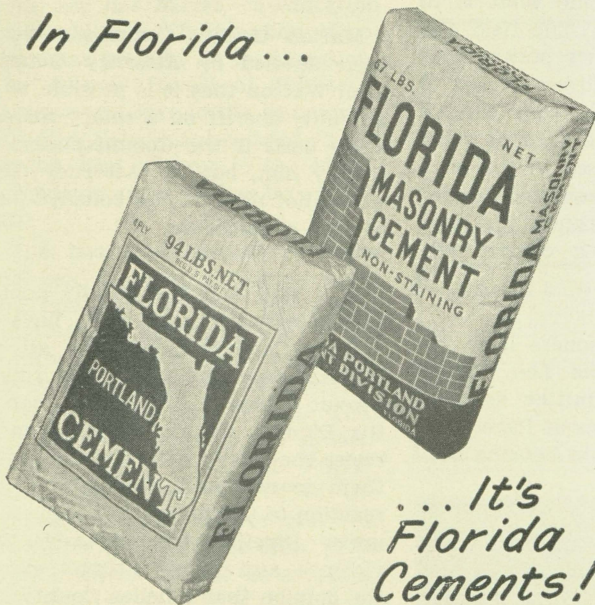
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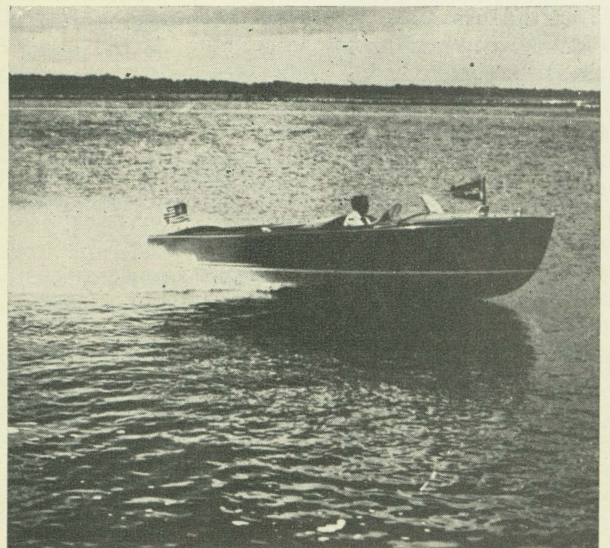


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County Activities and Personalities . . .

Pinellas County Commissioners have approved the building of a refreshment stand in the lobby of the county court house to be operated by Louise Lowe, a blind girl. Louise was outstanding in popularity while a student at the Largo school a few years ago, but illness followed by blindness forced her to limit her activities. Good luck to Louise in her new occupation!

Bids have been requested by the Volusia County Commissioners for moving an unused building at the County Welfare Home 800 feet so 15 additional old age pension recipients may be housed at the Johnson Nursing Home. Pensioners housed here would not lose their old age checks as would be the case if they were admitted to the County home.

Two lots have been donated and another will be purchased by the Monroe County Commissioners on which to build a new 50-bed Monroe County Home to be used primarily for housing old people. \$30,000 has been set up in the budget for construction of the home.

Representatives of six welfare and service agencies have thrown their support behind the proposal of Dade County Commissioner Preston B. Bird for separate facilities for dependent juveniles and juvenile delinquents. Commissioner Bird also proposes the remodeling of a former county dairy for an estimated \$3,500 and expenditure of \$5,000 for furnishings to provide care of about 20 aged persons now in private nursing homes.

Mrs. W. C. Tully, Leon County Probation Officer, reported she handled 55 cases, made 45 visits and conducted 130 interviews during a recent month. Fourteen cases involved neglected and dependent families, thirty-five were truant cases and six involved juveniles who were paroled, committed or otherwise disposed of.

The Hillsborough County Children's Committee has pointed out the need of rehabilitation homes for both white and Negro delinquents to the County Commissioners.

DeSoto County Commissioners have been forced to cut relief payments 50 per cent. They discovered that \$1,100 had been paid out for relief during a previous month.

The Apalachicola City Commission an-

nounces that bonded indebtedness of the municipality has been reduced \$65,000. This reduction is attributed to assistance given the city through distribution of race track funds by Franklin County Commissioners, collection of current taxes, and greater collection of past due paving assessments by individuals.

Broward County Commissioners have approved a financial report for the six-months period ending March 31 showing that \$395,222.72 had been spent of the \$459,893.46 appropriated for the general, road and bridge and fine and forfeiture funds.

The Indian River Board of Public Instruction has received from the County Commissioners \$37,500, half of the money received from the State race track fund, for school purposes.

Union County Commissioners have released funds for construction of a \$60,000 high school gymnasium and auditorium.

Palm Beach County citizens were invited by the County Commissioners to hear report of committee sent to Washington to investigate status of Morrison Field and help decide what is to be done with the field. The field can be left under caretaker's status with less than 100 men employees, leased to the army with the hope they can be induced to maintain the field at some degree with the staff used in the past, or the army can be requested to declare the field surplus, cancel the lease and allow its use as a commercial-civilian field entirely.

Lee County Commissioners have received \$24,556 from the Lee County Veterans Housing Committee as final payment on the buildings at Page Field bought by the veterans for housing purposes.

The War Assets Administration and the U. S. Navy Department have been requested to return to Duval County, without cost, any surplus land acquired with funds raised through a county bond issue in 1939 and contributed toward purchase of land now occupied by the Jacksonville Naval Air Station and other Navy installations at Mayport.

W. A. Berlin, Hillsborough County Aviation Director, is confident the City of Tampa will eventually obtain title to

Drew Field in spite of delays in final transfer.

Monroe County Commissioners and Key West City Commissioners have launched a movement to acquire and restore to tax rolls all land disposed of by the War Department in Monroe County. It is said the War Department controls so much property, much of it lying idle, in Key West that it has resulted in decreased tax rolls, which is harmful to the city.

A resolution has been adopted by the Chamber of Commerce recommending that the St. Johns County Commissioners set up a St. Johns County Advertising Bureau under the direction of a full-time administrator, financed by county publicity funds, to promote the opportunities in agriculture and industry in the county and the attractions offered through its beaches, resort facilities, sport fishing and history.

In the opinion of the Lafayette County Commission, Attorney General J. Tom Watson has stated that the chairman of the Board of County Commissioners cannot also double as County Purchasing Agent without special permission of the Legislature.

Marion County Commissioners have been advised by Attorney General J. Tom Watson that it is possible to place a county sheriff on a salary instead of a fee basis if the Commissioners want to pay him, but the Attorney General would not pass on the constitutionality of such a procedure.

It is said that the heavily populated St. Petersburg area will have four County Commissioners and all upper Pinellas only one under the ruling of Circuit Judge T. Frank Hobson that the Pinellas County Commission must revise the county's five districts to make them more equal in population. The reaction to the ruling in Clearwater and upper Pinellas was explosive in its violence and many citizens expressed the opinion that Pinellas County should be split into two counties.

The first interest of the newly formed Hernando County Taxpayer's League is to cooperate with the County Commissioners in working out a feasible plan for redistricting the county into Commissioner's districts as nearly as possible equal in proportion to population.

Pinellas County Commissioners have

applied for a federal permit to construct a dam across Long Bayou about a mile north of the Seminole crossing as a part of the county's water conservation program.

Palm Beach County Commissioners have appropriated \$100 for the eradication of hyacinths from Lake Ida, which is west of Delray Beach.

CO-EDUCATION A REALITY

Signing of a bill Thursday by Governor Caldwell made legal the long-disputed question of whether young men and young women should go to Florida colleges together. Co-education now is officially approved by the state legislature. The old Buckman act, long the obstacle in its path, has been amended in keeping with modern times.

There was a time many years ago when boys and girls were kept distinctly apart, even in high school. In some schools they were allowed to attend the same classes, but at recesses they were confined to their own yards and separated by high fences.

This kind of foolishness has passed out of existence. No modern high school attempts to segregate its young people. Schools and colleges are to teach young people how to live. They must learn how to live together, not as different human species. But for many years the Buckman act has barred co-education in Florida colleges. The question of co-education was brought up three sessions back by Harvey Bizzell of Pensacola when a representative in the legislature. It was killed then, but persisted in the last session, was referred to the education committee and now has become an actuality.

But the board of control still has the final say. It must determine when and how many of each sex can attend the University of Florida or the Florida State university, the new name for Florida State College for Women.

One bugaboo has been laid. That was a movement to make the university co-educational and not FSCW. This would have been unfair to the girls' school, as all statistics prove in such instances girls' colleges drop, while the co-ed colleges in the same state, gain.

We are disappointed in abandonment, because of heated opposition, of the full university system with a chancellor in charge of all units. The board of control has the power to select such an official. We hope that it will not delay doing so any longer, but will provide competent leadership for our institutions of higher learning. — Pensacola Journal.

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IT HAPPENED IN FLORIDA.....

JULIA REHWINKEL HOLLAND

Vic Zoble, a life guard, has nailed a "whistling ghost" at the Martinique Hotel, Miami Beach. Since late in February, eerie, whistling sounds were heard in the hotel lobby during the early morning hours but never in the daytime. Zoble discovered that a nail in a slat of crate, in which part of the air conditioning equipment had been delivered, moved back and forth across a thin band of tin reinforcing the crate, producing the weird sound. The nail moved only when the night watchman opened a side exit door and wind rushed in, and the sound reached the lobby via the air conditioning conduit.

Ghosts threatened to halt progress on remodeling of the Escambia County jail. As a Negro workman was breaking through the first floor ceiling to lay a water pipe under the floor of the abandoned second story death chamber, an "unseen hand" conked him in the head with a Coca Cola bottle. Jailers explained that the bottle probably was left when the building was repaired several years ago, but the Negro insisted any trick happening that close to the gallows could only be the work of "spookies" and, allowing he had already done enough work, he shoved off.

In a freak accident in Miami, the automobile of W. J. Burtnett of Opa-locka was struck from behind by another car with such force as to jolt the front seat of the forward car loose and catapult the driver and two companions into the back seat. Burtnett told of dodging on-coming traffic for half a block before bringing his car under control.

On Christmas Eve in 1938, a tire and wheel disappeared from the car of Hugh Wallace, Sebring grocer. Recently, Wallace received a letter from New York State containing a \$25 money order and a note explaining the money was in payment for the tire and wheel stolen from the grocer's car over eight years ago.

St. Petersburg police are trying to solve the mystery of the hidden rug. Receiving a call about a Negro woman

hiding a big rug in some weeds on a lot at Newton Avenue and Ninth Street south, they rushed to the scene. They found the rug, but no offender, so the rug is awaiting an owner at police headquarters.

A modern "Robinson Crusoe" spent 10 days on an island on the east side of the inland waterway channel, off Baker's Haulover. Rescued by a Miami police patrol boat and asked if he tried to signal passing craft, he replied: "No, I just sat there under a tree. I knew somebody'd come and get me sooner or later."

Two boys, 13 and 15, one from New York City and one from Erie, Pennsylvania, decided they would rather see than read their geography, met in Miami and found they were kindred souls thirsting for good, rousing undertakings, preferably with a little pirate hoard hunting along the Spanish main—Key West, Cuba and on to the Carribbean. Only a ship was lacking, and with the Miami yacht basin full of vessels, this was no problem. They simply picked out a 26-foot auxiliary sloop, stocked her with canned goods and set sail. They sailed only about 300 yards before they ran aground on a mud flat, but, only slightly discouraged, they swam ashore and made to attempt to return to "their" stranded sloop in "borrowed" dinghies before police ended their cruise, which probably would have made the old Portuguese navigators look like pikers.

Franklin and George Wolf, who unearthed a cache of jewels valued at more than \$27,000 at the foot of Potter Road, West Palm Beach, touched off a juvenile treasure hunt. Dozens of youths have been combing the same area along the lake shore in quest of \$31,000 in gems still missing from a Palm Beach robbery.

In Miami Beach, nine-year-old Brett Levin faces life with her faith in mankind and the duly constituted authorities completely restored. When her gaily painted miniature turtle died the day after she had bought it, she confidently took it back to the man in the store, who not only refused to exchange the dead pet for

a live specimen but was rude about it. The next afternoon she took her problem to the Miami Beach Chamber of Commerce, telling the receptionist she wanted to make a complaint to the Better Business Bureau. George H. Mitchell, executive director of the merchants division and trade relations bureau, found the storekeeper adamant, but he purchased another turtle and some turtle food and with great ceremony, and members of the chamber's staff as an audience, presented the new turtle to Brett.

A cat owned by Mrs. Isabel Demerit of Key West has six toes on one of its front paws and has given birth to a kitten with six toes on one front paw and seven on the other. Three other kittens in the same litter are normal.

"Speed," a lanky greyhound, who was disqualified from a racing career six years ago because he got into fights, has been used by Dr. George Long, Winter Haven veterinarian, to give transfusions to needy dogs for five and a half years. During this time he has given a total of 97 transfusions, averaging 25 to 50 cubic centimeters at a time.

In a recent judging at DeFuniak Springs, 4-H Club member Billy Carroll, son of Mr. and Mrs. J. E. Carroll, of Gaskin community, won grand champion honors with his Black Angus.

Goats are popular in Miami. The Humane Society asked for homes for three goats and had more than 150 telephone calls about them.

Two huge panthers have been causing consternation in the area between Okeechobee Road and Southern Boulevard in the vicinity of Military Trail near West Palm Beach. So far they have only shown an appetite for horse and cow meat, but residents are taking no chances.

The heart of P. J. Doyle, Tampa mechanic, missed a beat and his hair figuratively stood on end when a shock absorber he was starting to repair "hissed" at him. When the shock absorber began to writhe, he did not have to think twice to know a snake was coiled around it. The snake may or may not have been poisonous, but Doyle described it as being 3 feet long and of a reddish copper hue.

Pensacola's Director of Public Safety James H. Green had his safety impaired again when a four-foot

blacksnake was found coiled under his desk. The snake proved to be quite dead. Green recently rescued himself from a ticking "bomb" found on his desk. After being submerged in water, the "bomb" was found to be an alarm clock.

If more people had the spirit of Mrs. Mamie Waltz of Jacksonville, our orphanages would not be overcrowded. Mrs. Waltz, reared in an orphanage herself, thinks an orphanage is too rugged a ride for any youngster, so she has taken in during the past eight months: Twelve cats, six dogs, three turtles, six canaries, a hen and twelve chicks, one orphaned 16-year-old girl and one 3-months-old baby boy whose parents were unable to provide for it. When her husband is unemployed, she finances her menagerie of orphaned persons and animals with her salary of \$20 a week earned as a waitress. Included in the number of animals is a mother cat who lost her kittens and now nurses a six-weeks-old Boston bull puppy, worries about it and event attempts to lug it by the scruff of its neck to the cardboard box she calls home.

Mrs. E. L. Davis of Tampa believes she has seen the strangest mode in family transportation. Going to the Gulf Beaches, she encountered a family of five riding on an ordinary bicycle. Two little girls rode in a

basket in front, papa was peddling, mama was sitting behind him and a little boy sat behind mama. They carried bathing suits, towels lunches, etc. clutched in their hands.

Mrs. Kate L. Whittemore of St. Petersburg recently celebrated her 100th birthday. Spry as they make them and twice as smart, she presided over open house festivities that began early in the morning and lasted until late at night.

Leonard J. Sellers and Mrs. Patience Wallace of Tampa, now 80 years of age, who met 70 years ago in 1877, were married recently.

Mrs. Cary W. Hart of Miami, at 79 years of age, has finished her seventh house. She was her own contractor and even made, with her own hands, the cement stones in the patio.

Fred Jackson, known as "Bible," now 67 years of age, has been a Plant City employee for 41 years, having cleaned the city streets for the past 15 years with his broom. The aged negro started his career as "fire chief" in 1905 and graduated from this to city lamp-lighter and would light and extinguish the 35 kerosene burning street lamps that once furnished city illumination.

Maybe bus drivers aren't as bad as they have been painted during the past few years. The following scene was recently enacted in front of the Miami Daily News building: An attractive waitress dropped her pencil on the street and it rolled in front of an oncoming bus. The bus driver saw the rolling pencil, brought his bus to a complete halt, allowed the young lady to retrieve her pencil and then, tipping his hat, drove off."

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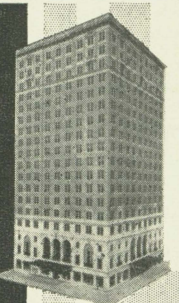
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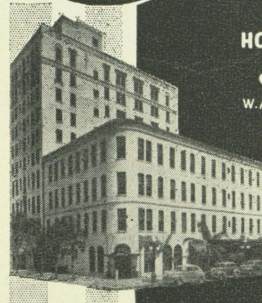
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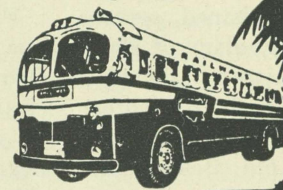
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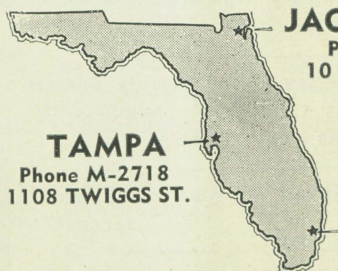
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Koehring Company—Draglines, Shovels, Cranes, Dumpers,
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Seaman Motors—Pulvi Mixers, Fire Apparatus.
Shovel Supply Company—Construction Equipment and Patch
Rollers.
Standard Steel Works—Asphalt, Distributors, Tar Kettles.
Schramm Incorporated—Air Compressors, Gas, Electric, and
Diesel.

Transactions of Meeting of Florida State Road Department

MEETING HELD AT ORLANDO, MAY 17, 1947

Pursuant to agreement at the last meeting, the Members of the State Road Department met at Orlando, Florida on the 17th of May, 1947 in regular session for the consideration of all matters coming before the Board at this time. Chairman F. Elgin Bayless and Members Courtney Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert T. Carleton were present, and also Secretary J. Robert McClure was in attendance.

APPROVAL OF MINUTES

On motion of Mr. Campbell, seconded by Mr. Carleton, the minutes of the meeting held at Miami and at Pigeon Key on April 11 and 12 were approved and ordered recorded.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain materials and pieces of equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor;

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows, to wit:

CONSTRUCTION

Bids of February 6

Cone Bros. Contr. Co., S-165(1), 50, Orange, \$497,144.78.

Bids of March 27

Caddell & Jackson, 2902-101, 47, Columbia, \$200,104.39.

L. L. Hall Const. Co., S-128(2), 349, Dixie, \$197,505.67.

Bids of April 17

Brinson Const. Co., 1004-104 & 1401-103, 45, Hillsborough-Pasco, \$111,774.32.

L. J. & W. L. Cobb, Inc., 9303-102, 806, Palm Beach, \$79,536.96.

Coggin & Deermont, 5013-101, 270, Gadsden, \$95,848.65.

J. D. Manley Const. Co., 9311-112, 80 Palm Beach, \$150,465.20.

Duval Eng. & Contr. Co., 3206-104, 6, Hamilton, \$121,737.08.

C. E. Const. Co., 1615-104, 630, Polk, \$331,075.82.

Smith Eng. & Const. Co., 5814-101, 399, Santa Rosa, \$26,904.46.

J. D. Manly Const. Co., 7801-106, 5, St. Johns, \$254,389.54.

Coggin & Deermont, S-146(1), 269, Gadsden, \$118,668.35.

L. J. & W. L. Cobb, Inc., F-003-4(12), 5, Indian River, \$174,954.58.

Duval Eng. & Contr. Co., 2612-102, 234, Alachua, \$109,972.22.

MATERIALS

Bids of March 31

5,000 Gals. White Traffic Paint, Wayne Supply & Equipment Co., \$12,950.00.

EQUIPMENT

Bids received March 8

1 1½-2 ton Closed Cab Trk. Chassis, 160" WB, 8.25x20 10-ply tires, Pensacola, Pensacola Buggy Works, \$1,742.44 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 160" WB, 7.50x20 10-ply tires, Pensacola, Pensacola Buggy Works, \$1,708.68 Ea.

Bids of April 3

2 1½-2 ton Closed Cab Trk. Chassis, 8.25x20 dual tires, Blountstown, Tucker-McClellan, \$3,556.62 Lot.

Bids of April 7

2 Diesel Crawler Tractors, Chipley, Seabrook Trk. & Tract. Co., \$5,683.00 Ea.

1 Diesel Crawler Tractor, DeFuniak Spgs., Seabrook Trk. & Tract. Co., \$7,320.00 Ea.

2 Gasoline HD Tractors, Panama City, Florida Equipment Co., \$1,370.20 Ea.

1 Gasoline HD Tractor, Cocoa, Florida Equipment Co., \$1,370.20 Ea.

2 Gasoline HD Tractors, Tampa, Florida Equipment Co., \$1,370.20 Ea.

4 Gasoline HD Tractors, Tampa; 2 Gasoline HD Tractors, Tallahassee, Florida Equipment Co., \$10,992.87 Lot.

1 Gasoline ½ Yd. Dragline, Tallahassee, McLean-Sims Mach. Co., \$6,993.24 Ea.

1 Gasoline ½ Yd. Dragline, Gainesville, McLean-Sims Mach. Co., \$75,19.75 Ea.

1 Gasoline ½ Yd. Dragline, DeLand, McLean-Sims Mach. Co., \$7,519.78 Ea.

2 2-bag Concrete Mixers, Tallahassee, Fla.-Ga. Tractor Co., \$3,175.00 Lot.

1 60 Cu. Ft. Air Compressor, Ft. Lauderdale, Neff-Thomas Mach. Co., \$1,227.55 Ea.

2 14-ft. Bit. Cold Patch Mixers, Tallahassee, Florida Equipment Co., \$3,045.70 Ea.

1 105 Cu. Ft. Air Compressor, Tampa; 2 105 Cu. Ft. Air Compressors, Gainesville; 1 105 Cu. Ft. Air Compressor, DeLand; 1 105 Cu. Ft. Air Compressor, Ft. Lauderdale, Gaynon Iron Works, \$10,060.50 Lot.

1 Gas. Tandem Roller 2-ton, Tallahassee, M. D. Moody & Sons, Inc., \$1,545.33 Ea.

2 Gas. Tandem Roller 2-ton, Ft. Lauderdale; 2 Gas. Tandem Roller 2-ton, DeLand, M. D. Moody & Sons, Inc., \$6,295.00 Lot.

1 Traffic Roller, Tampa, Highway Equip. & Supply, \$1,377.83 Ea.

2 House Car Trailers, DeLand; 3 House Car Trailers, Tallahassee, Gaynon Iron Works, \$7,359.60 Lot.

2 2-drum Gas. Hoists 40 HP, Tampa, Square Deal Mach. & Supply, \$2,672.68 Lot.

1 2-drum Gas. Hoists 20 HP, Tampa, Square Deal Mach. & Supply, \$943.95 Ea.

1 Truck Crane, Tampa; 1 Truck Crane, Gainesville; 1 Truck Crane, Tallahassee, M. D. Moody & Sons, Inc., \$41,100.00 Lot.

1 Truck Crane, Ft. Lauderdale, M. D. Moody & Sons, Inc., \$12,540.00 Ea.

1 Truck Crane, DeLand, M. D. Moody & Sons, Inc., \$11,750.00 Ea.

Bids of April 9

1 1-ton Panel Truck, 7x17 tires, DeLand, Bill Holler Motor Sales, \$1,047.31 Ea.

1 ¾ ton Panel Truck, 15" tires, DeLand, Bill Holler Motor Sales, \$1,265.00 Ea.

1 ½-ton Carryall Suburban, DeLand, Bill Holler Motor Sales, \$1,044.40 Ea.

1 ½-ton Carryall Suburban, DeLand, Bill Holler Motor Sales, \$1,029.40 Ea.

1 ½-ton Carryall Suburban, DeLand, Bill Holler Motor Sales, \$1,094.40 Ea.

1 ½-ton Carryall Suburban, DeLand, Bill Holler Motor Sales, \$1,329.40 Ea.

1 1½-2 ton Panel Trk., 6.50x20 tires, Dade City, Highlands Motor Co., \$1,555.31 Ea.

Bids of April 10

1 1½-2 ton Closed Cab Trk. Chassis, 134" WB, 7.50x20 8-ply tires, Blountstown, Tucker-McClellan, \$1,718.56 Ea.

Bids of April 12

1 1½-2 ton Closed Cab Trk. Chassis, 134" WB, 8.28x20 10-ply tires, DeLand, Bill Holler Motor Sales, \$1,460.15 Ea.

1 2-ton Closed Cab Trk. Chassis, 134" WB, 8.25x20 10-ply tires, Leesburg, Bill Holler Motor Sales, \$1,535.81 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 134" WB, 8.25x20 10-ply tires, Tampa, Bill Holler Motor Sales, \$1,785.31 Ea.

Bids of April 14

4 ½-ton Closed Cab Pick-up Trk., with Box,

etc., Panama City, Nelson Chevrolet Co., \$4,154.80 Lot.

Bids of April 16

1 ½-ton Carryall Suburban, Tampa, Ferman Chevrolet Co., \$1,298.50 Ea.

1 ½-ton Carryall Suburban, Tampa, Ferman Chevrolet Co., \$1,273.50 Ea.

1 ½-ton Carryall Suburban, Tampa, Ferman Chevrolet Co., \$1,148.50 Ea.

1 ½-ton Carryall Suburban, Tampa, Ferman Chevrolet Co., \$1,348.50 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 134" WB, 7.50x20 10-ply tires, Tampa, Ferman Chevrolet Co., \$1,884.38 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 109" WB, 7.50x20 8-ply front tires, 8.25x20 10-ply rear tires, Tampa, Ferman Chevrolet Co., \$1,998.93 Ea.

2 ¾-ton Panel Trucks, 15" tires, Tampa, Ferman Chevrolet Co., \$2,557.50 Lot.

Bids of April 18

1 1½-2-ton Closed Cab Trk. Chassis, 109" WB, 8.25x20 10-ply tires, Ocala, Turnipseed Motor Co., \$1,480.78 Ea.

Bids of April 21

1 ¾ ton Panel Truck, Marianna, Harrison Chevrolet Co., \$1,254.50 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 160" WB, 8.25x20 10-ply tires, Marianna, Harrison Chevrolet Co., \$1,602.31 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 160" WB, 7.50x20 8-ply tires, Orlando, Holler Chevrolet Co., \$1,209.51 Ea.

1 Same as above, Orlando, Holler Chevrolet Co., \$1,373.81 Ea.

Bids of April 28

1 1½-2 ton Closed Cab Trk. Chassis, 134" WB, 7.50 8-ply front and 8.25 10-ply rear tires, Tallahassee, Tallahassee Motor Co., \$1,707.22 Ea.

Bids of May 2

1 1½-2 ton Closed Cab Trk. Chassis, 160" WB, 7.50 8-ply tires, Ft. Myers, Hough Chevrolet Co., \$1,646.02 Ea.

1 Same as above, Ft. Myers, Hough Chevrolet Co., \$1,496.02 Ea.

1 Same as above, 134" WB, Sanford, Holler Motor Sales, \$1,540.73 Ea.

1 1½-2 ton Closed Cab Trk. Chassis, 160" WB, 7.50 8-ply front and 8.25 10-ply rear tires, Orlando, Holler Chevrolet Co., \$1,637.72 Ea.

1 ¾ ton Panel Truck, 15" tires, DeLand, Bill Holler Motor Sales, \$1,140.30 Ea.

Bids of May 3

1 ¾ ton Carryall Suburban, DeFuniak Spgs., Rivard Chevrolet Co., \$1,345.20 Ea.

1 ½ ton Carryall Suburban, DeFuniak Spgs., Rivard Chevrolet Co., \$1,220.00 Ea.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Campbell, seconded by Mr. Carleton, the following Supplemental Agreements were approved:

Brinson Const. Co., 25, 0703-105, Hendry, \$7,027.20 Decrease.

Brinson Const. Co., 4-A, 8702-107 & 8703-104, Dade, \$405.00 Decrease.

L. J. & W. L. Cobb, Inc., 8-A, SN-FA 122(2), Highlands, \$1,662.22 Increase.

L. L. Hall Const. Co., 30, 3809-102, Taylor, \$10,023.30 Increase.

Faulk & Coleman, 1 & 76, 5001-106, 5002-108 & 5003-102, Gadsden, \$150.00 Increase.

Leveille & Barnett, 1, 5401-105 & 5502-105, Jefferson-Leon, \$1,487.65 Increase.

J. D. Manly Const. Co., 210, 0806-103 & 1415-102, Hernando-Pasco, \$10,604.52 Increase.

Atlantic Dredging & Const., 376, 7219-102, Duval, \$10,875.00 Increase.

R. B. Stewart, 767, 1206-106, Lee, \$13,535.67, Increase.

Faulk & Coleman, 65, S-142(1), Franklin, \$4,363.05 Increase.

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Belcher Oil Co., 29, 9101-104 & 9102-107, Okeechobee, \$9,852.85 Increase.

RIGHT OF WAY RESOLUTIONS

Routine resolutions were adopted requesting acquisition of the right of way for the following sections of road:

Charlotte, 45, 0101, Campbell, Fultz.

Collier, 82, 0305, Fultz, Guernsey.

Dade, 9, 8724, Fultz, Carleton.

Dixie, 55, 3001, Steinhatchee River to Cross City, Guernsey, Carleton.

Hamilton, 6, 3206, Jasper to Columbia County Line, Guernsey, Fultz.

Hendry, 82, 0702, Campbell, Carleton.

Lee, 82, 1207, Point 6 miles east of Ft. Myers to Hendry County Line, Campbell, Fultz.

Palm Beach, 703, 9308, From Road 5 in Riviera easterly to road parallel to ocean, Fultz, Campbell.

Polk, 25, 1618, In Haines City, Campbell, Fultz.

Sumter, 44, 1807, Wildwood to Lake County Line, Carleton, Fultz.

CERTIFICATION OF ELIGIBILITY OF STATE ROAD DEPARTMENT EMPLOYEES FOR RETIRE- MENT UNDER THE STATE LAW

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, under the provisions of Chapter 22831, Acts of 1945, known as the State Officers and Employees Retirement System Act, with such amendments thereto as may be enacted, the employees of this Department will be retiring from the State's employ from time to time and claiming the benefits of the said Act.

NOW, THEREFORE, BE IT RESOLVED that, when an employee of this Department makes known the desire for retirement under conditions provided above, and when after a diligent search of the records of this Department it is found that such employee is eligible for such retirement, the Chairman and Secretary of this Department be and they are hereby authorized and directed to issue to the said employee an appropriate certificate of such eligibility for retirement under the terms and provisions of Chapter 22831, Acts of 1945, and its subsequent amendments, or under any other Act providing for such retirement that may at this time or hereafter be in force; and

BE IT FURTHER RESOLVED that a record of each such retirement certificate shall be made and kept in the office of this Department, and a copy thereof be furnished to the office of the State Comptroller.

ADVANCE OF FUNDS TO CITY OF PENSACOLA FOR R/W ON BAYOU-CHICO PROJECT

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that the action of the Chairman and Secretary in executing, on behalf of this Department, an agreement, dated May 13, 1947, to advance State funds to the City of Pensacola to acquire certain right of way on the Bayou Chico Project, Section 4805, Road 93, the said funds to be repaid by the City out of its funds for this fiscal year, be and it is hereby approved, ratified and confirmed as the action of this Department.

APPROVAL OF ADDITIONAL ADVANCE OF FUNDS TO ESCAMBIA COUNTY ROADS 10 AND 93 RIGHT OF WAY

The Chairman reported to the Board that he had approved the advance of additional funds to Escambia County and requested the Board to ratify and confirm these advances as follows:

- (1) On Section 4805, State Road 93 (Bayou Chico Project) an amount not to exceed \$5,000, for right of way, which is in addition to the \$5,000 advance which was authorized by the Road Board at its meeting of February 28, 1947, all pursuant to the Department's policy in such behalf adopted September 16, 1946.
- (2) On Section 4801, State Road 10 (Perdido River Project) an amount not to exceed

FLORIDA HIGHWAYS

\$600, which is in addition to the first advance of \$5,000 in 1946 and the second advance of \$2,000 approved February 28, 1947, all pursuant to the Department's policy in such behalf adopted September 16, 1946.

RESOLUTION: On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS this Department is in receipt of resolutions of the Board of County Commissioners of Escambia County making request for additional advances of funds for right of way and that Chairman Bayless has approved and ordered the advance of such funds under the policy of this Department adopted September 16, 1946 covering such advances and the repayment of such funds to the Department,

BE IT RESOLVED that the action of the Chairman in advancing the sum not to exceed \$5,000 on Section 4805, Road 93, and the sum not to exceed \$600 on Section 4801, Road 10, be and it is hereby approved, ratified and confirmed as the action of the Department.

REQUEST FOR CONNECTION BETWEEN ROADS 545 AND 25

Orange, Osceola and Polk Counties had filed requests through resolutions of their Boards of County Commissioners for the construction of a road, about one and one-half miles in length, to connect the present dead end of Road 545 at the Orange-Osceola County line with Road 25 which runs west of there. The Board considered this request and felt that this connection was not needed at this time but would be considered later, when Road 25 has been constructed, and directed that the counties of Orange, Osceola and Polk be so advised.

LAKE COUNTY'S REQUEST FOR MAINTENANCE

The Board considered the request of Lake County that the following roads be taken over for maintenance: (1) Road 48 from Howey Bridge to Astatula, (2) the western end of Road 455 from Road 19 to Road 33, and (3) the farm-

to-market road around the east side of Lake Minnehaha.

By unanimous agreement these requests were deferred until the annual meeting when roads will be taken over for maintenance.

REQUEST FOR MAINTENANCE OF OLD ROAD 48 NEAR KINGSLEY LAKE

The Board took up for consideration the requests from Bradford and Clay Counties that the Department repair and maintain the section of Old Road 48 near Kingsley Lake which was abandoned when the Road Department built the new road. The Members were in agreement that the Department does not consider this section of road eligible for State maintenance because it is not of use as a part of Road 48, but serves only the local residents, and was abandoned and returned to the County upon completion of the road on the new location, and for this reason the request was denied, on motion of Mr. Guernsey and seconded by Mr. Campbell.

REQUEST FOR MAINTENANCE OF GULF BEACH HIGHWAY IN ESCAMBIA COUNTY

The Board considered the request of Escambia for State maintenance of the Gulf Beach Highway from Bayou Chico Bridge to Gulf Beach, and deferred action until the meeting when maintenance requests shall be acted upon, and the maintenance budget for 1948 be under consideration.

REQUEST FOR MAINTENANCE OF ROAD ON ESTERO ISLAND, LEE COUNTY

The Board took up for consideration the resolution of the Board of County Commissioners of Lee County dated April 9, 1947 joining in the request of the citizens of Fort Myers Beach made by petition bearing more than 200 signatures, for the maintenance of the road from McGregor Boulevard at Iona to the southerly end of Estero Island, Old Road 278.

The Board felt that since the need for this

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road is only of a local nature, its maintenance by the State cannot be considered at this time. On motion of Mr. Campbell, seconded by Mr. Fultz, the request was denied for this reason, and it was directed that the Lee County Commissioners be so advised.

REPAIRS TO ROAD 156, HARVEY ROAD, IN HILLSBOROUGH COUNTY

A resolution of the Board of County Commissioners of Hillsborough County, adopted May 9, 1947, asked the Department to make the necessary repairs to State Road 156, known as the Harvey Road, from State Road 600 to the city limits of Tampa.

On motion of Mr. Campbell, seconded by Mr. Fultz, this request was granted and the repairs to this road authorized to be made.

ROUTE OF U. S. HIGHWAY 17 THROUGH WINTER HAVEN

A resolution of the City Commission of Winter Haven, with a letter from Senator Harry E. King,

requested the designation of an alternate route for U. S. Highway 17, through the City of Winter Haven.

The matter was discussed and the Members, on motion of Mr. Campbell, seconded by Mr. Fultz, voted to deny the request for the reason that the Department has no authority to designate, maintain or construct more than one connecting link for any given road through a town or city.

EXCHANGE OF U. S. SECURITIES HELD BY THE DEPARTMENT

The early maturity of certain U. S. Securities held by the Department was called to the attention of the Board. Whereupon, on motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department has to its credit in the Treasury of the State of Florida, as an investment for the State Road License Fund—Gasoline, the sum of \$3,000,000.00 in U. S. Treasury Certificates of Indebtedness, 7½%, Series E-1947, dated June 1, 1946 and maturing June 1, 1947.

WHEREAS, it appears desirable that investment of the above sum be continued for the time being,

NOW, THEREFORE, BE IT RESOLVED that the Chairman of this Department be and he is directed to effect an exchange of the said maturing securities for Federal Government Securities of equal value and dignity, if available; and if not available, for short term Federal Government Securities of the highest interest earnings available.

BE IT FURTHER RESOLVED, that such action as taken and things done by the Chairman to effectuate the exchange be and they are hereby authorized in the name of this Department.

DELEGATION AND REQUESTS FROM HARDEE COUNTY

Hardee County was represented by its entire Board of County Commissioners, Messrs. Barney A. Prescott, Chairman, and W. T. Whitcomb, J. A. Altman, Joe Moseley and Lee Hanchey, their County Attorney, Mr. W. W. Whitehurst, and Mr. R. L. Park of the Hardee County Chamber of Commerce, Wauchula.

Mr. Park spoke of the surface of Main Street in Wauchula, from 6th Avenue to Florida Avenue, which had been greatly damaged and turned back to the County without having been put in good repair, and urged the Department to resurface this section. The Board expressed their appreciation of this situation, and asked that the request be made through the County Commissioners.

Mr. Whitehurst presented a resolution of the Board of County Commissioners listing their requests, with a marked map attached. He said that the Commissioners had no money with which to keep up these roads, and that the county had been forced to levy a special tax to service their bonds. He requested the Department to give them all the help possible.

Mr. Campbell moved that the Department repair Main Street in the City of Wauchula, from 6th Avenue to Florida Avenue, which was seconded by Mr. Fultz and agreed upon by all the Members. He asked Mr. Whitehurst to have the Board of County Commissioners list the County's requests in order of their priority and submit them again to the Road Board for some later consideration. The delegation was reminded of the State's obligation to keep in repair the main arteries of travel on the State road system, and because of the magnitude of the system it is not possible for the Board to take over for maintenance some roads which serve only limited local needs. The requests were denied for the time being for this reason.

DeSOTO COUNTY JOINS HARDEE IN REQUEST FOR MAINTENANCE ROAD 661

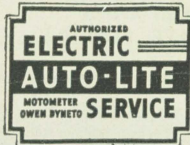
A resolution was received from the DeSoto County Commissioners joining with Hardee County in its request for the maintenance of Road 661 from Ona south via Bridges and Limestone to the DeSoto County line, and asking that this maintenance include all the road south to its intersection with the Arcadia-Bradenton road, No. 70. The Road Board advised that this request from the two counties would be given consideration at the annual meeting when addition of roads to the maintenance system are considered.

PALM BEACH COUNTY—FUNDS FOR R/W SECTIONS 9302 AND 9304, ROAD 5

Chairman John Prince and Commissioner Paul Rardin were present from the Board of County Commissioners of Palm Beach County and presented a resolution from their Board asking for an advance of funds for the acquisition of right of way for Sections 9302 and 9304 of State Road 5 in their county.

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that the resolution of the Board of County Commissioners of Palm Beach County, adopted May 12, 1947, relating to advance of funds to pay the actual cash outlay of the Board of County Commissioners in acquiring the right of way for Sections 9302 and 9304, State Road 5 in said County, be and the said resolution is hereby accepted, agreed to and approved by the State Road Department, and it is directed that the



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advance be made and the Right of Way Division of this Department is authorized to handle all necessary details in connection herewith.

REQUEST FROM STATE IMPROVEMENT COMMISSION RE REVENUE CERTIFICATES FOR ROADS

A letter was presented from the Attorney for the Florida State Improvement Commission asking for cooperation of this Department in setting in motion the machinery for issuing revenue certificates in connection with road projects in certain counties.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the Board authorized the Attorney for the Road Department to cooperate with the Attorney for the State Improvement Commission and proceed with those projects which the Road Board has already approved, but not to take up any new ones until a ruling has been obtained from the Supreme Court regarding the projects now under its consideration.

CHARLOTTE COUNTY—ADVANCE OF FUNDS FOR R/W SECTION 0101, STATE ROAD 45

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that in addition to the amount of funds heretofore agreed to be advanced by the Department for the acquisition of the right of way for Section 0101, State Road 45 in Charlotte County, the State Road Department hereby agrees to advance to Charlotte County, pursuant to its policy of making advances for right of way adopted September 16, 1946, such additional amount as may be required to widen the north approach to the bridge lying within the said Section, including the removal of any structure thereon; and the Attorney for the Department is authorized to proceed with all negotiations with the County to carry out the purposes of this resolution.

REGULATION OF FISHING FROM BRIDGES ON STATE ROADS

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the State Road Department has from time to time received complaints from Chambers of Commerce, cities and other interested citizens concerning the practice of fishing from state road bridges; and

WHEREAS, the State Road Department considers it extremely hazardous that fishing be allowed on certain bridges in the state road system and that the traveling public should be protected from the dangers caused by persons fishing from such bridges; and

WHEREAS, there is no law that makes it a crime to fish from the state road bridges generally or which empowers the State Road Department to prohibit fishing from any state road bridge; and

WHEREAS statutory regulations to prohibit fishing from bridges would be in keeping with the President's Safety Program for the protection of highway traffic,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that the Legislature of the State of Florida, now in session, be requested to enact a law authorizing the State Road Department to determine whether or not it is dangerous for persons to fish from any state road bridge; and that upon such a determination being made and the posting of signs that

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fishing from the particular bridge is prohibited, it will be a misdemeanor for any person thereafter to fish from such bridge; and further providing, that it shall be the duty of the law enforcement officers, including the Florida Highway Patrol, to enforce the provisions of such law.

ORANGE COUNTY DELEGATION

V. E. Bourland, Chairman of the Board of County Commissioners, and J. A. Riviere, County Engineer, appeared on behalf of Orange County. They expressed their appreciation of the Board's meeting in Orlando, and made no requests at this time.

RIGHT OF WAY ROAD A1A— GULFSTREAM-BOYNTON AREA —PALM BEACH COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted: WHEREAS it has not been possible for Palm Beach County to provide the 100 foot right of way requested on Road A1A in the Gulfstream-Boynton area,

BE IT RESOLVED that the demands be changed from 100 feet to a minimum of 80 feet on this section of road.

THANKS FOR PALM BEACH COUNTY

Commissioner-Chairman John Prince of Palm Beach County made the statement that he thought that all their troubles had been taken care of and he thanked the Board for its consideration of and cooperation with his county.

NASSAU COUNTY DELEGATION AND REQUESTS STATE ROAD 105 ASSOCIATION

Messrs. G. G. Gerbing, President of the Highway No. 105 Association, and P. E. Stapleton of the Fernandina Port Authority, were accompanied by Mr. Robert Angas, Engineer and his associate Mr. R. L. Lampp as they came before the Road Board in the interest of the proposed construction as a toll road, Road 105 from Fernandina south to connect with Heckscher Drive, a part of the same numbered road already constructed in Duval County.

Mr. Gerbing stated that the Fernandina Port Authority, created by the 1941 Legislature, was authorized to go ahead with the issuance of bonds for financing this toll road. He said the estimate of the cost had been made by the engineers at between two and a half and three million dollars, depending upon the route selected. He showed aerial photographs of the territory, showing that although the route direct from Big Talbot Island to Fort George Island would be the cheaper route, it seemed to be the consensus of opinion of all concerned that the longer route

via Little Talbot Island would be far preferable because of its greater scenic value, its accessibility to good beaches and the fact that Little Talbot Island is owned by the State and has been selected as the site for a proposed state park and the road on this location would therefore serve a larger number of persons. He filed some requests from Highway No. 105 Association on which the Road Board acted as shown below.

Costs of Surveys

On motion of Mr. Guernsey, seconded by Mr. Campbell, the Board agreed to pay the costs of surveys from the bridge landing on Big Talbot Island to the bridge landing on Fort George Island by way of Little Talbot Island, and to continue its present participation in the costs necessary to complete the survey for the balance of the entire project.

Maintenance

On motion of Mr. Gurnsey, second by Mr. Campbell, the Board agreed to assume all maintenance, after construction is completed, from landing of bridge on Big Talbot Island to landing of bridge on Fort George Island by way of Little Talbot Island.

Approval of Centerline

On motion of Mr. Guernsey, seconded by Mr. Carleton, the Board approved the centerline for the highway, as agreed upon by the Highway No. 105 Association, the Board of Forestry and Parks, and the engineers of the State Road Department.

Insurance

The requests that the Road Department pay the costs of all insurance on materials for the section from the landing on Big Talbot Island via Little Talbot Island to the landing on Fort George Island, during construction, and for insurance on this section after construction has been completed, were not acted upon for the reasons that (1) it was considered unnecessary inasmuch as insurance on materials during construction would be the obligation of the contractor; and (2) the Board felt that when the Road Department assumes maintenance of the road, that should be considered sufficient assurance to the authorities for its upkeep.

Mr. Gerbing said they were working toward legislation that would regulate the type of development that could be made along this highway. He made the further request that Heckscher Drive be put in good condition to meet the new road when it comes through, and was advised that the Department is doing all possible to get this road in shape.

OSCEOLA COUNTY DELEGATION AND REQUESTS

Mr. Hardy Simmons, Chairman of the Board of County Commissioners, and Mr. Lawrence Rogers, Attorney for that Board, came before the Road Board in the several interests of Osceola County.

Mr. Rogers spoke of Osceola County's interest in the connection between State Roads 545 and 25 near the point where Lake, Orange, Osceola and Polk Counties come together. He also requested the maintenance of Old Road 24, now parts of Roads 530 and 535, from Kissimmee to the Orange County Line. With regard to the \$128,000 Surplus Gas funds to the credit of Osceola County, he requested that this money be used for the paving of Canoe Creek Road which runs south from near St. Cloud via Lake Gentry, which the County has graded and straightened out. He asked that it be used on this road instead of the two projects formerly approved by the Department. These requests were taken under advisement by the Board.

REIMBURSEMENT OF CITY OF MIAMI BEACH FOR EXPENDITURES EVER- GLADES CONCOURSE, STATE ROAD A1A IN CITY

The Board considered a letter from the City of Miami Beach containing an itemized statement of expenditures in connection with the paving of one block of Everglades Concourse, in the City of Miami Beach, which is a part of Section 8708-102, State Road A1A.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board authorized the payment of the sum of \$4,024.70 to the City of Miami

Beach, to reimburse the said City for expenditures in connection with the paving of one block of Everglades Concourse, a part of Section 8708-102, State Road A1A, as set out in the statement furnished this Department by the said City under date of May 16, 1947.

STATE ROAD 818 IN BROWARD COUNTY

The Board considered a request from Broward County, presented by County Commissioner Tony Salvino, that the Department repair and maintain that portion of State Road 818 lying between State Road No. 7 and State Road 823 in Broward County.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board agreed to put a new surface on this section of road if the County will put in the base, and agreed to take up the matter of maintenance at the meeting when additions to the state maintenance system are being considered.

DISCLAIMER OF BORROW PIT ON ROAD 685 IN HILLSBOROUGH COUNTY

On motion of Mr. Campbell, seconded by Mr. Fultz, the Board authorized the Chairman to execute a disclaimer of a borrow pit used by this Department in 1941 for the construction of an overhead crossing on Road 686 in Hillsborough County, in compliance with a request by Mitchell-McKnight, Inc., of Tampa.

REQUEST FOR SIDEWALK ALONG U. S. HIGHWAY 545 AT RUSKIN

The Board considered requests from the Woman's Club of Ruskin and from the Chairman of the School Board of School Tax District No. 55 of Hillsborough County, that the Department construct a sidewalk along U. S. Highway 541, State Road 45, for a certain distance through the Ruskin area. The Members did not feel that this could be done at this time. On motion of Mr. Campbell, seconded by Mr. Carleton, the request was denied.

ROAD 808 IN TOWN OF BOCA RATON

A resolution from the Town of Boca Raton requested the Department to reconstruct that portion of State Road No. 808 lying between State Road No. A1A and the Florida East Coast Railroad, a distance of approximately 5,700 feet, and offered to contribute fifty percent of the cost of such work, not to exceed \$25,000 as the Town's share.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board voted to accept the proposition of the Town of Boca Raton, as set out in the resolution of its City Council under date of May 1, 1947, and to proceed with the work outlined therein without delay.

ADDITIONAL R/W FOR EAST APPROACH TO DAVIS CAUSEWAY

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that the State Road Department pay the necessary costs of acquiring the additional right of way necessary to widen the eastern approach to Davis Causeway Section 1014, Road 60, Hillsborough County, and the Right of Way Division of this Department is directed to handle the details in making payments for such additional right of way with Hillsborough County, which has been requested to bring condemnation proceedings for the acquisition of such right of way.

BORROW PIT ON CHENEY HIGHWAY, ROAD 50, ORANGE COUNTY, LAND OWNED BY H. J. WEBB

Attorney James Horrell, of Orlando, represented Mr. H. J. Webb in the matter of a borrow pit located on land owned by Mr. Webb, from which the Road Department is obtaining sand in work being done on the Cheney Highway, State Road 50. Mr. Horrell stated that Mr. Webb protests the removing of sand in a 6 inch layer over an area of 300 by 400 feet at a point about 200 feet from the highway, and requests that the pit be dug deep enough for a lake or that the sand be taken from the land back near the creek, by making a longer pit and not so wide. He stated that Mr. Webb's property has a front of 1320 feet on the highway, about 6½ miles

from Orlando, and he does not wish his property ruined.

The Board asked its engineers to check into this situation and try to work out something that would be satisfactory to all concerned.

CLAY COUNTY

Mr. D. E. Pangborn, Chairman of the Board of County Commissioners of Clay County, was present at the meeting in the interest of his county.

HERNANDO COUNTY AND CITY OF BROOKSVILLE

State Representative G. Kent Williams of Hernando County appeared before the Board to extend in person an invitation for an early meeting of the Board to be held in Brooksville. Written invitations had already been filed by the Hernando Board of County Commissioners and Mayor J. C. Emerson, Jr., of Brooksville.

On motion of Mr. Carleton, seconded by Mr. Guernsey, the Board voted unanimously to accept

the invitation and to hold a meeting in Brooksville on July 28, 1947.

RESIGNATION OF DIVISION ENGINEER—APPOINTMENT OF SUCCESSOR

Mr. Fultz announced to the Members that Mr. N. S. Emery, Division Engineer for the Fourth Division had tendered his resignation effective June 1st and that with the approval of Chairman Bayless and recommendation of the State Highway Engineer, Mr. Joseph M. Watson had been appointed to this position to succeed Mr. Emery.

APPRECIATION OF NATHAN S. EMERY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted: BE IT RESOLVED that the Members of this Board express their utmost reluctance and regret in accepting the resignation of Nathan S. Emery as Division Engineer. That the Board fully appreciates the long and meritorious service which

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Mr. Emery has rendered to the State Road Department, and offers its heartiest commendation for his devotion to his duties and his efficient and untiring efforts to promote the interest of the Department and to maintain a high standard of public service. And that to Mr. Emery go the kindest personal regards and best wishes of the

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The completion of the Junction Dam at the confluence of the Chattahoochee and Flint rivers, to form the Apalachicola river, with its accompanying navigation lock, water power and other facilities as an integral part of the proposed Apalachicola-Chattahoochee-Flint rivers project in the interest of navigation, flood control, water supply, and hydro electric power will be of great and lasting benefit, not only to the areas comprising the drainage basin of the rivers named but also to areas far beyond the basin limits in Georgia, in Alabama and in Florida.

Examination of the report of the War Department engineers discloses

Members of this Board and the Road Department personnel for his success and happiness in his new business associations.

INCREASE IN SECRETARY'S SALARY

Chairman Bayless advised the Board that he had authorized an increase of \$25.00 per month in the salary of the Secretary, effective April 1st, and asked the Board's approval. On motion of Mr. Guernsey, seconded by Mr. Fultz, the Board approved the action of the Chairman in increasing the salary of the Secretary by \$25.00 per month, effective April 1st, 1947.

DATE AND PLACE FOR NEXT MEETING—ADJOURNMENT

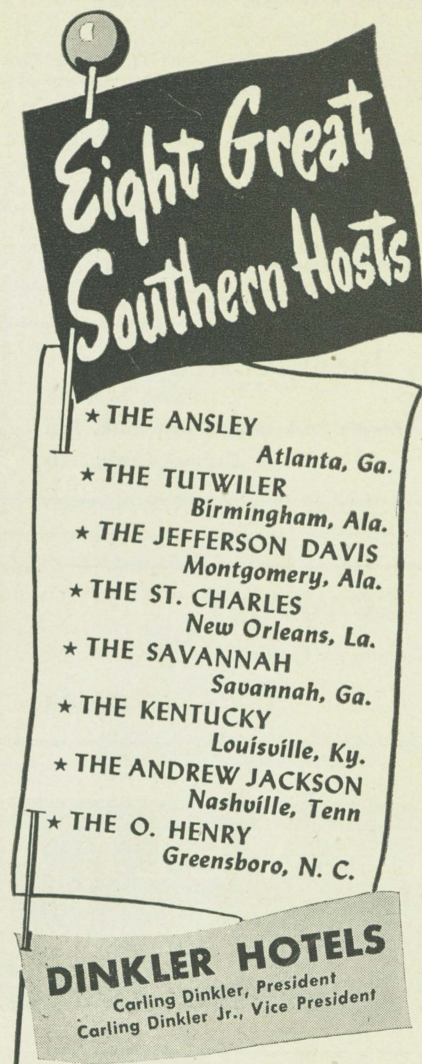
On motion of Mr. Carleton, seconded by Mr. Guernsey, the Board agreed to hold its next meeting in Tallahassee, on the 28th day of June, and the meeting was adjourned.

a well thought out, practical, economical plan for accomplishing a splendid work as a result of which a natural resource now going largely to waste can be converted into the various uses to which suited for the benefit of large areas in three states and at a cost for construction and maintenance which will be recovered by the value of the benefits therefrom.

Total construction cost of the over-all project for the Apalachicola-Chattahoochee-Flint rivers system is estimated at \$82,255,000 and an annual operating and maintenance cost of \$452,000. Interest and amortization for the entire project is estimated at \$3,682,000 annually. The value of benefits expected from completion of the river system development is estimated at \$4,460,000 annually. The estimated cost of constructing the Junction Dam and facilities is \$24,139,000.

The over-all plan is based upon and calls for the harmonizing of flood control with water supply in turn with hydro electric power, in turn again with navigation, and inter-dependent and articulated.

In Florida, the improvement in the interest of navigation will open a channel of adequate navigable dimensions for shipping on the Apalachicola river through forest and farm



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areas capable of yielding heavy and lasting tonnage, of affording water transportation from the Gulf through Florida to and from areas served by the Chattahoochee and Flint rivers.

Control of floods will be of great benefit to land and property in the river valley and permit the year round use for its various purposes. While water supply is not a problem in that part of Florida affected by the project, the benefits from the development at the Junction Dam of hydro electric power, its distribution and use, is emphasized, and will fill a need greater in Florida than in either Georgia or Alabama where hydro electric power is developed to considerable extent. The topography of Florida is such that its rivers do not lend themselves well to development for power purposes.

Production of 19,400 K. W. of low cost firm power at the Junction Dam for that part distributed throughout Florida over net-work hookup will make available low cost power for the great number of purposes for which suited. This proposed improvement will make available to Florida a greater quantity of firm power than all other Florida hydro electric plants combined. It will be the first time that Florida has received benefits of that kind from expenditure of Federal funds.

Reports of the War Department engineers show that the over all rivers project made up of the four integrated principal units, known by location as Buford, Fort Benning, Upper Columbia and Junction, will be self-liquidating and that each unit will depend for its justification and for conferring maximum benefits on the provisions of each of the other units.

Under the plan, optimum water

use for all purposes is proposed. Beginning at the upper area of the watershed in north Georgia, the impounding of surplus natural run-off will provide water for domestic supply for large heavily populated areas for which safe supply under existing natural conditions and existing essential demands is approaching a balance.

Needs are urgent for works which will store surplus water during flood time for use during seasonal low water stages or deficiency periods. Temporary storing of flood waters at the source will reduce flood conditions further down by withholding part of such flood till dangerously high stages pass, then to be discharged at controlled rates. The discharge of water at controlled rates will also have the effect of smoothing out annual discharge fluctuations, decreasing the flood peak, and increasing low flow. With respect to hydro electric power, the result of more nearly even flow will be that a large volume of water will be available during dry seasons and make available a larger continuous flow for the development of firm power available throughout the year.

That step by step or integrated unit by unit operation extends all the way down the river system, each unit depending for its maximum development on those both above and below. Furthermore, the plans for various uses to which water may be put are so articulated as to greatly reduce the cost of each. To illustrate, the Junction Dam will hold a head of water by itself which will provide navigable depths far above the dam and greatly reduce channel excavation and its attendant cost. The temporary storing and controlled discharge of water in the upper reaches in the interest of

water conservation, domestic supply and hydro electric power will raise the natural low stage and thereby again be harmonized with the navigation feature.

Likewise, the enlargement and rectification of the natural river channel down stream from the dams for improving navigation will provide ample discharge capacity below dams and prevent drowning out the power head by backing up of the river below because of insufficient natural channel to move the flood down stream.

Similar illustrations with respect to harmonizing other interests or water uses could be pointed out to show the balanced character of the over-all project. By harmonizing all these interests or uses, optimum water uses can be accomplished and at justifiable cost, while without such harmonizing of interests and uses and the integrating of plans for over-all maximum benefits, the cost of developing any one by itself would be prohibitive and certain of them completely impractical.

Florida joins the states of Georgia and Alabama in urging the early provision of the Junction Dam and the other proposed projects with which it is integrated in the wide water use program for the Apalachicola-Chattahoochee and Flint rivers system.

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WEST PALM BEACH, FLORIDA

FOX HUNTING—CRACKER STYLE—IS ALWAYS GOING ON AROUND HERE IN EARLY MORN

By FENWICK P. COLE
Post-Times Staff

It is very calm, and very still in Palm Beach County's scrub country at 3:30 o'clock in the morning, and the silence of the brush is broken only by the muttered conversation of a group huddled in the dark by the side of a seldom-used road.

A stranger driving in the region might shy clear of such a gathering at such an hour in such deserted country . . . but listen!

From far off in the distance comes a faint sound, and the conversation stops in dead silence. A dog dozing at the feet of the men suddenly comes to life, and he peers intently into the larkness. There is an uneasy shuffling in cars parked nearby where other dogs, tense and quivering, strain to hear the sound repeated . . .

"Might have been a rooster," ventured one of the group. Then the sound came again, this time clear and distinct.

"If that's a rooster, he's jumped himself a fox," retorted another, "That's old Jerden herself . . . !"

The dog at his feet, unleashed now, leaps into the brush, and the others in the autos bark excited demands to be freed at once, as the sound in the distance is recognized now as the far-away call of a hound in full-cry.

There is no muttering now, and every man is on his feet in good-natured banter, for this is fox-hunting—Southern style—at its very best.

It's a sport that gets men (and women and children, too) out of their beds in the middle of the night, to take to the back country just to hear the "music" of a pack of hounds playing tag with a wily old gox; to josh in good humor over the merits of this dog or the failings of that one, and to "see"—just as plainly as if they were

sitting in a box at the Palm Beach Kennel Club—a dog race frequently run in total darkness, and sometimes miles away.

There are no red coats and fancy britches. No "riding to the hounds." No "yoicks" and no "tally-ho." There is no "brush" to be carried back to a hunt breakfast. (In fact, there isn't even breakfast.) For this is fox-hunting Cracker style, and they'll tell you there is none better.

Here in West Palm Beach are a number of enthusiasts who "race" their Walker fox-hounds twice a week or oftener, and despite the inconvenience of the very early hour, or mosquitoes, or the gnawing hunger during a long chase, they ask no other pleasure.

There's no restriction on age or sex, for at an early morning chase on Friday in West Palm Beach's back country there was G. C. Wood, 65-year-old dean of the local hunters, who has been "racing" fox hounds for 50 years, and there was 6-year-old Glenn Hamilton, already a veteran at the sport. There were Faye and Harold Robbins, young brother and sister; Jan Hamilton, Glenn's 10-year-old brother; D. D. Hamilton, their grandfather; W. M. Toole, and Joe Holcombe, uncle of Faye and Harold. Others in the city join them in the chases that have been going on here for years.

These sports people call it a "race" rather than a "hunt"; there is seldom a kill and they don't want one, for "every fox that gets away will live to run another day." But on occasion the sly Mr. Reynard isn't so foxy, and the dogs get him before he can hole up or climb (yes, climb!) a tree.

It's a year-around sport, and it takes a damp, still morning for a good hunt, but regardless of the weather these huntsmen and their dogs are always ready to give it a try. They have their favorites in the pack, and despite the constant good-natured chiding that is a vital part of the game, an owner

never lets his pet hound down.

Wood will tell you, confidentially, that his "Jordan" (pronounced "Jerden,") is the "best all-around hound in the chase."

Toole will tell you, confidentially, that his "Belle" is far and away the best in the field.

Hamilton will tell you, confidentially, that you haven't seen anything 'til you've seen "Big Boy" work.

There is plenty of backing, too, for Red, Judy, Hank, Jim, Jack, Joe, and even for Pat—the comical dog that'll "run anything from a toad-frog to an elephant."

There are dogs that are strictly for foxes, and some like a pass at a coon. There are dogs that will tackle a bobcat, and Pat goes for rabbits, as well.

And a good fox hound, assures Wood, will kill a wildcat anytime—"after the cat has whipped himself about two dozen dogs . . ."

These hunts have turned up several panthers, which the dogs leave strictly alone. And on one that dug himself in for a fight.

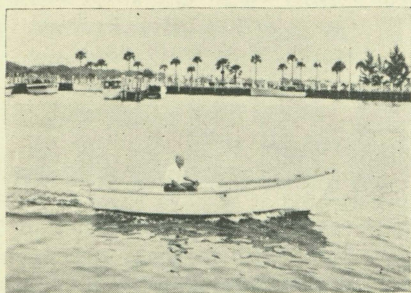
But "old Jerden's" bugle call from the distance had brought the entire pack on fox was having the time of his life. the trail of Reynard, and the sly old (For these hunters claim the fox itself gets as much of a "kick" out of the race as the dogs or their owners.)

Standing in the darkness the hunters "watched" the race by identifying the voices in the pack . . .

"That's Jerden . . . he never calls 'til he's well in front. . . . Belle's in it, too . . . that's Big Boy—just listen to that bass voice . . . Can't hear Pat—he's likely found him a rabbit . . . Here comes Red . . . and that black Joe . . . and Hank . . ."

With the pack in full cry, the race ranged far away, then turned back as Reynard sought to outsmart his pursuers. From a distance of two miles then hunters standing by their cars, can follow every turn or twist of the

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hunt. Their dogs, they claim, will range for seven or eight miles on a straight-away chase. The only discomfort is in waiting for them to return after they had holed-up or treed Mr. Fox. A few toots on a hunting horn would tell them where their masters stood. . . .

"Now it's Belle out in front; Jerden is well up; so's old Red . . . Look' . . . there he is now . . . !"

Within 50 yards of the group a big grey fox darted from the underbrush and crossed the road. Hard on his trail came the dogs, just as the owners had called them in the distant running . . . It was Belle out in front . . . Jerden was well up . . . Red a close third. . . .

Called back to the cars after their chase had ended with the quarry holed up, the pack took a well-earned breather. Only Pat was missing, and his absence brought more chiding.

"He's got him a rabbit . . . Look in the car, maybe he's still asleep . . . I'll go to town and get your lunch while you're waiting for him . . . Never mind Pat; you hurry your hounds to the hospital after that race—they'll need it . . ."

But Reynard himself hadn't had enough!

Coming out of his hiding-hole, he crossed the road again in full view of the pack. Laughing, no doubt, at his own foxiness—yah, yah you can't catch me!

Off they went again, and for two hours more Mr. Fox and the pack played tag, with Reynard crossing the road near his audience five times before he called it a day. For two hours the hunting enthusiasts stood and listened-in, charmed by the "music" of the hunt.

And on the way home, Huntsman Wood confided: "Confidentially, Pat wasn't missing at all. That was Pat

who dug him out and got him running the second time."

Confidentially—this banter is a part of the fox hunt.

Even at 3:30 o'clock in the morning! —Palm Beach Post.

WOMEN'S PRISON PROJECT

A special legislative committee consisting of four house members and two senators, named at the request of Governor Caldwell and the cabinet to examine the board's two-year building activities and recommend policies for the future, has made its report.

The committee has recommended ratification of \$19,053,865 worth of building projects undertaken by the cabinet and has assigned top priority ratings for \$8,292,000 in additional construction.

In effect the committee has made a careful survey of the building projects already authorized by the cabinet board, and placed its stamp of approval on the program. The committee has recommended that "the building program heretofore instituted and obligated for the board of commissioners and board of control be ratified by this legislature." It includes, of course, the \$19,053,865 already spent or under contract.

The cabinet, which was given rather broad authority by the 1946 legislature to tap treasury surpluses for construction, went ahead under that authority with the program which has now received committee approval, and, presumably will be ratified by this legislature.

Aside from the interest that the people of Marion county have in the broad, general program of construction that is under way, and which will be expanded, at the various state institutions, we have particular interest in the proposal to build a four-unit female correctional institution in Marion county.

It should be noted that Senator Sturgis and Rep. Bryant, of Marion county, both are members of this rather small joint committee which has outlined the continuing building program the state

will carry out at all state institutions.

This committee, in addition to approving the program that is already under contract, has set up a series of project prospects which would be undertaken from remaining portions of the \$27,000,000 placed in the building fund. A study of these priority projects reveals that they are all in the "essential" class, being needed improvements and betterments at the penal and correctional institutions.

The sum of \$1,500,000 has been placed on the priority list for the first unit of the women's correctional institution near Lowell in this county. This is a "new" project in the sense that it has not heretofore been authorized by the legislature.

Such an institution has been recommended by the federal bureau of prisons, and in line with that recommendation the Lowell site of some 1660 acres was purchased by the state cabinet. It is estimated that the completed institution, which would house white and colored women prisoners, delinquent white and negro girls, will cost in the neighborhood of two and a half or three million dollars. Thus it will be seen that additional appropriations must be made by subsequent legislatures.

It is pleasing to know that there has been no opposition to this much needed institution which will fill a long felt need in this state, and that the Marion county delegation has had an important part in furthering the plans of Governor Caldwell and the cabinet board to get construction under way as soon as funds are available.—Ocala Star-Banner.

Construction on Fort Clinch started in 1850.

More than 450 plants have been identified at Hillsborough River State Park.

At Highlands Hammock State Park there are forests with trees 100 feet high with trunks as large as 31 feet in circumference.

Many wild orange trees are found at Highlands Hammock State Park.

Lake Johnson is the largest lake in Gold Head Branch State Park.

In Gold Head Branch State Park are several "sink hole" lakes.

The largest of Florida's State Parks is Myakka River State Park, with 12,233 acres.

Seven Indian mounds have been discovered at Myakka River State Park.

The old Gregory mansion at Torreya State Park overlooks the Apalachicola River at Neal's bluff, 165 feet above the river.

There are eight State Parks in operation.

Many student groups visit State Parks for nature study.

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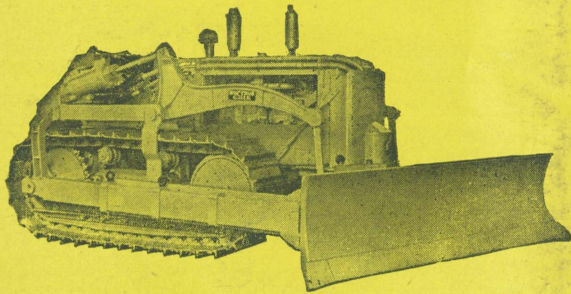
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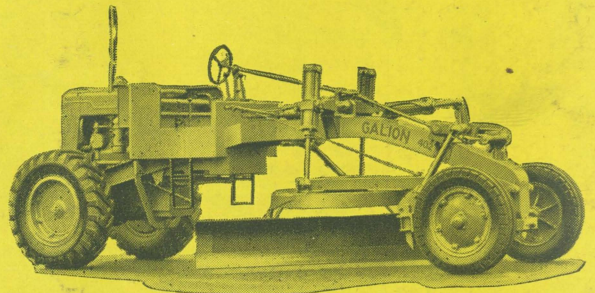
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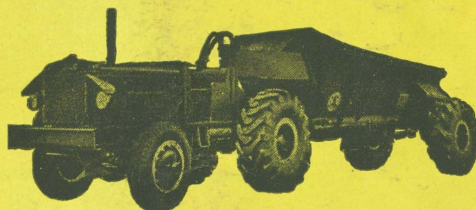
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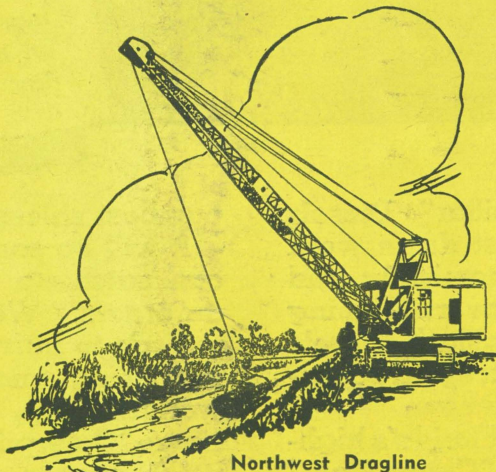


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